

The Hongkong Telegraph.

No. 12.

SATURDAY, FEBRUARY 4, 1882.

FIVE DOLLARS
PER QUARTER.

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

LE CERCLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed
AGENTS of the above Company, are prepared to
GRANT POLICIES on MARINE RISKS to all
parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [4]

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL and
ACCUMULATIONS, and
April, 1881.....Tls. 938,936.17

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., Wm. MEYERINK, Esq.,
J. H. PINCKVOSS, Esq., F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.
Bankers.

RICHARD BLACKWELL, Esq., Agent.
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for interest
on shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business in
proportion to the premia paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 23rd January, 1882. [53]

Intimations.

TO LET.

NO. 4, OLD BAILEY STREET.
"KURRAHJEAN," No. 10, ALBANY
ROAD.

OFFICES in No. 13, QUEEN'S ROAD
CENTRAL.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 28th January, 1882. [74]

TO LET.

TWO ROOMS suitable for an Office in the
Premises No. 15, WELLINGTON-STREET.
Possession on 1st January, 1882.

Apply to
De SOUZA & Co.
Hongkong, 14th November, 1881. [15]

TO LET.

A LARGE GRANITE GODOWN in "BLUE
BUILDINGS," Praya East, with immediate
possession.

Apply to
J. M. GUEDES.
33, WELLINGTON-STREET.
Hongkong, 19th January, 1882. [49]

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

From THIS DATE, and during the absence of
Mr. J. BRADLEY SMITH, Mr. D. MC LAURIN
will act as Secretary.

W. REINERS,
Chairman, Board of Directors.
Hongkong, 1st January, 1882. [85]

WANTED, EMPLOYMENT, by the Ad-
vertiser as a General Assistant in a
Mercantile Office, either in Hongkong or Shang-
hai. The Advertiser understands BOOKKEEPING,
INSURANCE, and SHIPPING BUSINESS. Salary
Moderate.

X. Y. Z.,
Office of this Paper.
Hongkong, 25th January, 1882. [66]

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [3]

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [6]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSE & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
ARNOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [5]

NOTICE.

BOOKBINDING and RULING in ALL ITS
BRANCHES EXECUTED AT VERY LOW
PRICES AT THE
"HONGKONG TELEGRAPH" OFFICE.
Account Books ruled to any pattern.
Music bound in elegant style with Best
Materials.

"TELEGRAPH" OFFICE, HONGKONG.

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED EX
"PELLO,"
A SPLENDID ASSORTMENT OF
FANCY GOODS.

FANCY PLAYING CARDS.

CRACKERS.

BONBONS (Assorted).

CHOCOLATE CREAM.

CHOCOLATE MENIER.

FIGS.

MALAGA RAISINS.

TABLE PLUMS.

FRUITS IN JUICE (Assorted).

CONFITURES DE ST. JAMES

(in Bottles and Tins).

SYRUPS (Assorted).

HUNTLY and PALMER'S BISCUITS.

ALMONDS and NUTS.

VANILLA.

PATE DE FOIE GRAS.

NOIX DE VEAU TRUFFEE (in Tins).

COTELETTE DE VEAU (in Tins).

VEAU ROTI (in Tins).

RIS DE VEAU (in Tins).

FRICANDAU (Assorted).

TRUFFES.

VEGETABLES (Assorted).

ANCHOVIES in Oil.

CAVIAR.

SARDINES in Lemon Juice.

SARDINES in Tomatoes.

SARDINES in Oil.

FRENCH and ENGLISH MUSTARD.

SAUSAGES (Assorted).

LYONS SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH ISIGNY BUTTER (in 1 and

2 lbs. Tins).

MACCARONI (Assorted) Paste for

Soups, Letters, stars, &c.

TAPIOCA.

FINE-GROUND MOCHA COFFEE.

C H E E S E.

GRUYERE.

ROQUEFORT.

DUTCH.

CALIFORNIA.

CREAM.

FRENCH TOBACCO AND

CIGARETTES.

ASSORTED PERFUMERY

FROM

PIAUAUD AND PIVERT OF PARIS.

A large quantity of

FRENCH MINERAL WATERS

in Pints of 100 bottles per Case.

CORK STOPPERS,

for Soda and other Bottles.

C L A R E T S

In Bottles and Wood.

CHATEAU LAROSE.

CHATEAU LAFFITTE.

CHATEAU MARGAUX.

ST. EMILION.

MEDOC.

W I N E S.

SAUTERNE.

PORTO.

SHERRY.

MARSALA.

B R A N D Y.

FRENCH COGNAC.

ABSINTHE.

L I Q U E U R S.

CHARTREUSE (Pints and Quarts).

BENEDICTINE (Pints and Quarts).

MARASCHINO.

CURACAO.

ANISETTE (Marie Brigard).

ANGOSTURA BITTERS.

BOKER'S BITTERS.

KIRSCHWASSER.

PEPPERMINT.

VERMOUTH (Nolly Prat).

VERMOUTH (Turino).

FANCY SILK UMBRELLAS.

And a VARIETY of OTHER GOODS.

Hongkong, 25th January, 1881. [17]

Intimations.

HONGKONG RACES—HONGKONG RACES.

T. N. DRISCOLL,
TAILOR, HOSIER, HATTER, and GENERAL OUTFITTER.

No. 6, QUEEN'S ROAD CENTRAL.

By Special Appointment to H.E. the GOVERNOR of HONGKONG

and to

H.H. the GRAND DUKE ALEXIS of RUSSIA.

Is now showing, EX "GLENROY,"

A SPLENDID ASSORTMENT OF BLACK and BLUE FRENCH COATINGS.

A CHOICE LOT OF SUITINGS and TROWSERINGS, in FRENCH,

WEST of ENGLAND, SCOTCH, CHEVIOT, and SAXONY TWEEDS.

WHITE CASSIMERES, for RACING BREECHES.

BEDFORD and WORSTED CORDS. LIGHT MELTONS, for OVERCOATS.

DRAB SHELL and BLACK SILK HATS. BLACK and DRAB FELT HATS.

R A C I N G S C A R V E S, &c., &c., &c. [14]

WINE MERCHANTS.

MARINE HOUSE, 15, QUEEN'S ROAD.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE

MAURIN, &c., &c.

DE ST. MARCEAUX & Co.'s CHAMPAGNE in Quarts, Pints and Half-Pints.

CLARET in WOOD.

CHARTREUSE, CURACAO, MARASCHINO.

PRICE LIST ON APPLICATION. [27]

KELLY & WALSH'S

NEW AND POPULAR FRENCH NOVELS.

Le Fils d'Antony.....Alex. Bouvier.
Sauvageonne.....A. Theuriet.
Le Comte Kappany.....Victor Meignan.
La Fille de Nana.....Sirven and Leveillé.
Le Roman d'un Spahi.....Pierre Loti.
La Femme Séparée.....Sacher-Masoch.
Le Plan d'Hélène.....Adolphe Racot.
La Seduction de Savine.....L. Staphur.
Le Fils d'Adulterin.....Edouard Cadol.
Les Mystères du Hasard.....Parceval Des Schènes.
L'Affaire Matapan.....Fortune de Boigobey.
Le Manoir des Célibataires.....M. Maryah.
Chiffon.....Alfred Assolant.
Le Veuve d'Alain.....Th. Benton.
Jeunes Filles et Jeunes Femmes.....L. Desnoyers.
Madame ou Mademoiselle.....X. Aubreyet.
Le Nabob.....A. Daudet.
Nana.....E. Zola.

JUST ARRIVED.

MARK TWAINE'S NEW BOOK,

"THE PRINCE AND THE PAUPER."

190 ILLUSTRATIONS.—PRICE \$3.00.

KELLY & WALSH—HONGKONG. [1]

ROSE & CO.,

31 AND 33, QUEEN'S ROAD CENTRAL.

GENERAL DRAPERY DEPARTMENT.

LONG CLOTHS and FLANNELS.

TABLES LINEN and IRISH LINENS, GENERAL HOUSEHOLD LINENS,

SHEETINGS, BLANKETS, &c., &c.

FANCY DRESS AND SILK DEPARTMENTS.

PLAIN and FANCY DRESS GOODS.

COLOURED and BLACK SILKS.

FANCY BROCADED SILKS (PARISIAN).

ALL WOOL SERGES, &c., &c., &c.

SILK VELVETS and VELVETEENS.

FASHIONABLE STRIPED SILK VELVETS.

FASHIONABLE EMBOSSED SILK VELVETS.

FASHIONABLE EMBOSSED VELVETEENS.

FANCY LACE GOODS in FISHES, COLLARETTES, and SETS OF

COLLARS and CUFFS.

Ribbons, Flowers, Feathers, Real and Imitation Laces, Sunshades, Umbrellas, Corsets, Ladies'

and Children's Boots and Shoes, Ladies' and Children's Under-clothing, Fancy Wool and Crewel

Work, Fancy Goods, Chenille and Beaded Fringes, Spanish and Beaded Black Laces, Hosiery

Gloves, &c., &c., &c.

Also, GENTLEMEN'S

Shirts, Collars, Scarves, Handkerchiefs, Half Hosiery, Undershirts, Drawers, Solitaires and studs,

and an indescribable number of Miscellaneous Goods.

Address—

ROSE AND COMPANY, 31 AND 33, QUEEN'S ROAD.

SAYLE & CO'S SHOWROOMS.

SAYLE & CO.

BEG TO ANNOUNCE THAT THEY INTEND HAVING

THEIR

GREAT CLEARANCE SALE

DURING

THE MONTH OF FEBRUARY.

ALL GOODS MARKED IN PLAIN FIGURES AT REDUCED PRICES.

TOYS WILL BE SOLD AT HALF-PRICE.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, January 30th, 1882. [79]

C. L. THEVENIN

COMMISSION AGENT,

WINE & SPIRIT MERCHANT.

CHAMPAGNE, BURGUNDIES, COG-

NACS, SHERRIES, LIQUEURS,

WHISKY, &c., &c.

FRENCH BOOTS AND SHOES.

FOR LADIES and GENTLEMEN.

HONGKONG HOTEL BUILDING. [26]

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS.

ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7.30.

This Hotel is most centrally situated and

with easy distance of the principal landing

places. [12]

J. COOK, Proprietor.

WILLIAM SCHMIDT & CO.

GUNMAKERS and AMUNITION

DEALERS,

BEAUFIELD ARCADE.

Arms, Ammunitions, and Requisites of

every description.

Arms Repaired, Cleaned, or Converted at

moderate charges.

Sporting Guns and Ammunition always

on hand. [28]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND

CLOCK-MAKERS.

JEWELLERS, SILVER-SMITHS, AND

OPTICIANS.

CHARTS AND BOOKS.

SOLE AGENTS

for Louis Audemars' Watches; awarded the

highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES, MARINE

GLASSES, and SPYGLASSES.

No. 38, Queen's-road Central. [10]

G. FALCONER & CO.

WATCH and CHRONOMETER

MANUFACTURERS.

AND

JEWELLERS.

NAUTICAL INSTRUMENTS,

CHARTS and BOOKS.

No. 45, QUEEN'S-ROAD CENTRAL. [2]

T. ALGAR and COMPANY HOUSE and

ESTATE AGENTS.

RENTS COLLECTED.

BROWN, JONES & Co.,

UNDERTAKERS.

MOURNING STATIONERY, &c.

MONUMENTS ERECTED.

9, HOLLYWOOD ROAD. [3]

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The DIVIDEND of (\$2

The Hongkong Telegraph.

No. 12.

SATURDAY, FEBRUARY 4, 1882.

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PER QUARTER.

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CAPITAL PAID-UP.....3,750,000 Francs.

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AGENTS of the above Company, are prepared to
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parts of the World.

ARNHOLD, KARBERG & Co.,
Hongkong, 15th June, 1881. [4]

YANG TSE IN SUREANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 4,000,000.00
PERMANENT RESERVE.....Tls. 2,000,000.00
SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL and
Accumulations, and
April, 1881.Tls. 938,936.17

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., Wm. MEYERINK, Esq.,
J. H. PINCKVOSS, Esq., F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., secretaries.

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Messrs. BARKING BROTHERS & Co.
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Hongkong, 23rd January, 1882. [53]

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OFFICES IN No. 13, QUEEN'S ROAD
CENTRAL.

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Hongkong, 14th November, 1881. [15]

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A LARGE GRANITE GODOWN, in "BLUE
BUILDINGS," Praya East, with immediate
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Apply to
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33, WELLINGTON-STREET.
Hongkong, 19th January, 1882. [49]

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LIMITED.

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W. REINERS,
Chairman, Board of Directors.
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INSURANCE, and SHIPPING BUSINESS. Salary
Moderate.

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Office of this Paper.
Hongkong, 25th January, 1882. [66]

RECORD of AMERICAN and FOREIGN
SHIPPING.

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Hongkong, 15th June, 1881. [3]

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ARNHOLD, KARBERG & Co.
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J. AND R. TENNENT'S ALE AND
PORTER.

DAVID CORSAIR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN

ARNOLD KARBERG & Co.
Hongkong, 15th June, 1881. [4]

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BRANCHES EXECUTED AT VERY LOW
RATES AT THE
"HONGKONG TELEGRAPH" OFFICE.

Account Books ruled to any pattern.
Music bound in Elegant style with Best
Materials.

"TELEGRAPH" OFFICE, HONGKONG.

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED EX
"Pécho,"
A SPLENDID ASSORTMENT OF
FANCY GOODS.

FANCY PLAYING CARDS.

CRACKERS.

BONBONS (Assorted).

CHOCOLATE CREAM.

CHOCOLATE MENIER.

FIGS.

MALAGA RAISINS.

TABLE PLUMS.

FRUITS IN JUICE (Assorted).

CONFITURES DE ST. JAMES

(in Bottles and Tins).

SYRUPS (Assorted).

HUNTLY and PALMER'S DISCUTTS.

ALMONDS and NUTS.

VANILLA.

PATE DE FOIE GRAS.

NOIX DE VEAU TRUFFEE (in Tins).

COTELETTE DE VEAU (in Tins).

VEAU ROTI (in Tins).

RIS DE VEAU (in Tins).

FRICANDAU (Assorted).

TRUFFES.

VEGETABLES (Assorted).

ANCHOVIES in Oil.

CAVIAR.

SARDINES in Lemon Juice.

SARDINES in Tomatoes.

SARDINES in Oil.

FRENCH and ENGLISH MUSTARD.

SAUSAGES (Assorted).

LYON'S SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH ISIGNY BUTTER (in 1 and
2 lbs. Tins).

MACCARONI, (Assorted) Paste for
Soups, Lettices, stars, &c.

TAPIOCA.

FINE-GROUND MOCHA COFFEE.

C H E E S E.

GRUYERE.

ROQUEFORT.

DUTCH.

CALIFORNIA.

CREAM.

FRENCH TOBACCO AND
CIGARETTES.

ASSORTED PERFUMERY

FROM

PINAUD AND PIVERT OF PARIS.

A large quantity of
FRENCH MINERAL WATERS

In-Pints of 100 bottles per Case.

CORK STOPPERS,

for Soda and other Bottles.

C L A R E T S

In Bottles and Wood.

CHATEAU LAROSE.

CHATEAU LAFFITTE.

CHATEAU MARGAUX.

ST. EMILION.

MEDOC.

W I N E S.

SAUTERNE.

PORTO.

SHERRY.

MARSALA.

B R A N D Y.

FRENCH COGNAC.

ABSINTHE.

L I Q U E U R S.

CHARTREUSE (Pints and Quarts).

BENEDICTINE (Pints and Quarts).

MARASCHINO.

CURACAO.

ANISETTE (Marie Brigard).

ANGOSTURA BITTERS.

ROKER'S BITTERS.

KIRSCHWASSER.

PEPPERMINT.

VERMOUTH (Nolly Prat).

VERMOUTH (Turino).

FANCY SILK UMBRELLAS.

And a VARIETY of OTHER GOODS.

Hongkong, 25th January, 1881. [17]

Intimations.

HONGKONG RACES—HONGKONG RACES.

T. N. DRISCOLL,
TAILOR, HOSIER, HATTER, and GENERAL OUTFITTER.

No. 6, QUEEN'S ROAD CENTRAL.

By Special Appointment to H.E. the GOVERNOR of HONGKONG

and to
H.H. the GRAND DUKE ALEXIS of RUSSIA.

Is now showing, ex "GLENROY,"

A SPLENDID ASSORTMENT OF BLACK and BLUE FRENCH COATINGS.

A CHOICE LOT of SUITINGS and TROWSERINGS, in FRENCH,

WEST of ENGLAND, SCOTCH, CHEVIOT, and SAXONY TWEEDS.

WHITE CASSIMERES, for RACING BREECHES.

BEDFORD and WORSTED CORDS. LIGHT MELTONS, for OVERCOATS.

DRAB SHELL and BLACK SILK HATS. BLACK and DRAB FELT HATS.

RACING SCARVES, &c., &c., &c. [14]

ED. CHASTEL & CO.,

WINE MERCHANTS.

MARINE HOUSE, 15, QUEEN'S ROAD.

HAVE for sale, ex recent arrivals, Light Breakfast CLARETS in Quarts and Pints. After Dinner

CLARETS in Quarts and Pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE

MAURIN, &c., &c.

De St. MARCEAUX & Co.'s CHAMPAGNE in Quarts, Pints and Half-Pints.

CLARET IN WOOD.

CHARTREUSE, CURACAO, MARASCHINO.

PRICE LIST ON APPLICATION. [27]

KELLY & WALSH'S

NEW AND POPULAR FRENCH NOVELS.

Le Fils d'Antony.....Alex. Bouvier.

Les Myrtilles du Hasard.....Parseval Des Schènes.

L'Afrique Matapan.....Fortune de Boisgobey.

Le Manoir des Célitaires.....M. Maryan.

La Fille de Nana.....Sirven and Leveillé.

Le Roman d'un Spahi.....Pierre Loti.

La Femme Séparée.....Sacher-Masoch.

Le Plan d'Hélène.....Adolphe Racot.

La Séduction de Savine.....L. Staphnux.

Le Fils d'Adulterin.....Edouard Cadol.

Les Myrtilles du Hasard.....Parseval Des Schènes.

L'Afrique Matapan.....Fortune de Boisgobey.

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Les Myrtilles du Hasard.....Parseval Des Schènes.

L'Afrique Matapan.....Fortune de Boisgobey.

Le Manoir des Célitaires.....M. Maryan.

La Fille de Nana.....Sirven and Leveillé.

Le Roman d'un Spahi.....Pierre Loti.

Intimations.

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

The DIVIDEND of (\$2.50) Two DOLLARS
FIFTY CENTS per Share, declared at the Ad-
joined Meeting of Shareholders, held on the
31st ultimo, is now Payable at the HONGKONG
and SHANGHAI BANKING CORPORATION.

Shareholders are requested to apply for their
Dividend Warrants at the Office of the Hotel
Company, Limited.

By Order,

LOUIS HAUSCHILD,
Secretary.

Hongkong, 4th February, 1882. [89]

THE CHINA FIRE INSURANCE COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The THIRTEENTH ORDINARY MEETING of
SHAREHOLDERS in the Company will be
held at the Company's Office, 39, Queen's Road,
Victoria, at THREE o'clock in the Afternoon of
WEDNESDAY, the 22nd February instant, for
the purpose of receiving a Statement of Accounts
and the Report of the Directors for the year end-
ing 31st December, 1881.

The TRANSFER BOOKS of the Company
will be CLOSED from the 9th to the 22nd inst.,
both days inclusive.

By Order,

A. G. STOKES,
Acting Secretary.

Hongkong, 4th February, 1882. [90]

THE PATENT TYPE FOUNDRY
COMPANY.

31, RED LION SQUARE, HOLBORN, W.C.,
LONDON.

SHANKS, REVELL, & Co.,
PROPRIETORS.

NEWSPAPER, BOOK, MUSIC, & GENERAL
TYPE FOUNDERS.

Sole Proprietors of JOHNSON and ATKINSON'S
Automatic Machinery for Casting and Finishing
Printing Type, and Manufacturers of JOHNSON'S
Patent Hard Metal, patented April 5th, 1854.

Estimates for Newspaper, Book, and Jobbing
Plant at specially reduced rates.

All kinds of Printing Machines, Presses, Paper,
and everything connected with Printing Business
supplied on most reasonable terms.

SPECIAL AGENT FOR CHINA, JAPAN, AND THE
FAR EAST.

ROBERT FRASER-SMITH,
No. 6, PEDDAR'S HILL, HONGKONG.

Hongkong, 4th February, 1882. [88]

HONGKONG FLOWER SHOW.

THE TENTH ANNUAL EXHIBITION

will be held in the BOTANIC GARDENS on
TUESDAY and WEDNESDAY, the 14th and 15th
February.

A POULTRY SHOW will be held in connection
with FLOWER SHOW.

The Gates will be opened at TWO P.M. on
each day.

ADMISSION:—First Day, \$1; Second Day,
20 Cents.

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Intimations.

NOW IN THE PRESS AND SHORTLY TO BE PUBLISHED.



(BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST. A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES, FOR THE YEAR 1882. PRICE TWO DOLLARS.

The above work will shortly be published at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, have supplied the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *code mecum*.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong.

THE HONGKONG DIRECTORY WILL CONTAIN THE TREATIES WITH CHINA, JAPAN, & SIAM. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN A DESCRIPTION OF ALL THE TREATY PORTS IN CHINA AND JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN TRADE STATISTICS FROM OFFICIAL SOURCES. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE CONDITIONS OF TRADE WITH CHINA & JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL BE PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE PORT, CUSTOMS, CONSULAR, AND HARBOUR REGULATIONS OF THE TREATY PORTS OF CHINA & JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN LISTS OF MILITARY OFFICERS serving in the China Command, which has been revised at Headquarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE NAMES OF THE NAVAL OFFICERS ON THE CHINA STATION. Including the most recent appointments and local changes, corrected at Headquarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY HAS BEEN LARGELY ORDERED IN ALL PORTS BETWEEN SINGAPORE AND NEWCHANG. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE LARGEST LIST OF FOREIGN RESIDENTS IN THE EAST. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE ONLY CORRECT LIST OF HONGKONG GOVERNMENT OFFICIALS. OFFICE, 6, PEDDAR'S HILL.

Intimations.

A. S. WATSON & CO.

WHOLESALE AND RETAIL DRUGGISTS, GENERAL CHEMISTS, AND

Manufacturers of the following AERATED WATERS, viz: SODA, TONIC, SASSAPARILLA, AND POTASH, LEMONADE, GINGERADE, RASPBERRYADE, AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from 7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REPLIED, PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY, HONGKONG. SHANGHAI PHARMACY, SHANGHAI. CANTON DISPENSARY, CANTON. THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS.

Communications for Editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only, and rejected communications can not be returned. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 4, 1882.

Will wonders never cease! For the last two or three years the self constituted organ of the opponents of Governor HENNESSY's policy in Hongkong—we allude of course to that mirror of reliable respectability the *China Mail*—has been from time to time announcing on authority, and with a persistency which has been really marvellous, that His Excellency was to be recalled in disgrace; and appointing new governors with a reckless disregard of common sense probabilities, which could only engender the belief that our contemporary's desires far outran its discretion. It has already been seen that the assumed prescriptive right of the *China Mail* to appoint our governors has been received in Downing Street with scarcely that amount of favour which the evening print probably anticipated. In fact the Earl of KIMBERLEY has most distinctly and unmistakably refused to recognise the *China Mail* as a factor of any importance in our local politics, by declining either to recall Sir JOHN POPE HENNESSY, or appoint as his successor any one of the many nominees of our enterprising would-be governor-maker. We are sadly afraid that the influence and authority of the high toned print exists only in the imagination of its editor, and in the exclusive circles of the missionary saints. Its utter failure, even by a course of malicious representation and scurrilous abuse, which any honest journalist must blush to look back upon, to in any way injure Governor HENNESSY's official reputation and prospects with the Secretary of State for the Colonies, has at last been recognised by the *China Mail* itself. Our contemporary's pulse must be in an alarming state, when—even though convinced that the shallow imposture it has been trying to thrust down the throats of the community for many months can be disguised no longer—it sees the necessity of quoting from the semi-official organ of the Liberal Government, the *London Daily News*, the authoritative statement, respecting Sir JOHN POPE HENNESSY's Governorship, which stultifies itself most shamefully in the eyes of the public. In the language of the P. R. the *China Mail*, after seeing all its pet schemes ruthlessly cast to the winds, and its veracity as an honest representative of public opinion treated with incredulous contempt by the Downing Street authorities, has at last "thrown up the sponge." Says our contemporary in last night's issue:—"The *Daily News* of the 20th December contains the following editorial note, which shows that the administration of Hongkong had been taking hold of people's minds after a certain fashion. Probably as things develop, the views of the Secretary of State may become more clear." The editorial note in the famous Liberal organ, referred to by the *China Mail* is merely a corroboration of what we have been writing day after day for the past seven months. "The hatching of ducks' eggs," says the *Daily News*, "and production therefrom of fully fledged canards is an amusement which is becoming increasingly popular." This operation—the hatching of false and malicious rumours—has been most industriously practised by the Hongkong evening journal for the last three years, with but indifferent results. "We are regaled," continues the *London Daily*, "with stories of ERRINGTON's mission to the Vatican, of the imminent recall of Sir JOHN POPE HENNESSY from Hongkong, and of the negotiations which are said to be in progress for the cession of Heligoland to Germany. It may be as well, therefore, to state that no project is on foot for the cession of Heligoland to Germany; that there is no intention of recalling Sir JOHN POPE HENNESSY from Hongkong before the expiration of his term of office; and that Mr. ERRINGTON has no mission from the Government to the Vatican, official or officious, or qualified in any way whatsoever."

It would therefore appear that the inspired "Cry from Hongkong" in the *St. James's Budget*, and Mr. HORACE HARRINGTON NELSON's spiteful, ignorant, badly written, and contemptible attack on Governor HENNESSY have failed in their object. The Earl of KIMBERLEY has seen through the schemes of the conspirators, and treated them with the same contempt that he accorded to the authoritative statements and claims of the *China Mail*. And who shall say that in doing so he has not acted with impartiality, wisdom, and discretion, and in the best interests of this Colony and the British Government!

As our local contemporaries have lately taken great pains to attract the attention of the public to inspired attacks in home journals on His Excellency, we would respectfully direct attention to the following very sensible observations which we take from the *Western Daily News*, a very old established and widely circulated newspaper published at Plymouth:—"That most unblushing adventurer and quarrelsome administrator, but amiable and right-sympathising Governor, Sir JOHN POPE HENNESSY, seems to have earned favour in the eyes of the Colonial Minister. Lord KIMBERLEY is going to keep him in his place until his term of office is expired, notwithstanding the tremendously long indictment against him: Nor is that strange, when we discover what the tremendously long indictment really means. The Tory Catholic Governor of Hongkong is accused of using his position to gratify private malice; of interfering with legitimate trade, especially the carrying of Chinese emigrants; of doubling or even trebling the number of prisoners the Colony has to support by obstinately adhering to a mistaken policy in treating criminals; of taking into his council and confidence outsiders of no position and character, while discrediting his own officers; and of insulting members of the community who disagree with him. There is something, I believe, in the charge of want of temper; but the other charges when stated in the true way look very strange as charges to English eyes. Sir JOHN has tried to prevent Chinese coolie traffic from degenerating into a slave trade; he has refused to flog a half, or even two-thirds, of the prisoners convicted in the Colony, even though that system of punishment is cheap; he has consulted with despised natives and poor miserable, soulless inhabitants, before sanctioning measures which are devised for their control, and has sometimes taken the native advice instead of the official advice; he has 'discredited' his own officers by setting himself above mere officialism; and he has spoken his mind of selfish movements with a freedom very indiscreet, but not altogether without salutary effect. These are his crimes. They have set all officialdom against him, and he has nothing on his side save the approval of his conscience. The Colonial Office, however, is inclined to uphold him; and for once I am glad that Lord KIMBERLEY is not going to remove a Governor whose offence is that he hates the slave trade, discourages flogging, and thinks that natives have as much right to be consulted in Hongkong as the ruling race."

Referring to the subject of the sale of Indian tea in Australia the *Indian Daily News* says:—"The Calcutta Tea Syndicate now command a steady trade of 2,000 half-chests of tea per month, in addition to a not inconsiderable trade in private hands. Tea planters should try and maintain the good name of Indian tea in Australia, by shipments of good quality. There is no reason why the exports should not reach a limit of 20,000 half-chests a month, if the same superiority over China tea that now prevails is allowed to continue."

The *Sheerness* Correspondent of the *Standard* writes:—"Great consternation has been caused here by a report which has gained currency to the effect that the *Algerine*, a double-screw gun vessel, Commander Woronzow Allen, which left *Sheerness* about a month ago for the West Coast of Africa, to relieve the *Flirt*, had foundered on the coast of Spain. A very painful sensation was caused, as the crew were all known in *Sheerness*, having been drafted from the Royal Naval Barracks. On inquiry at the barracks the officials state that they have received no communication of a disaster to the *Algerine* from the Admiralty, so it is concluded that the alarming rumour is happily not true."

THE Berlin newspaper *Kreuz Zeitung* on December 22nd makes the following statement:—"The *Neue Freie Presse*, of Vienna publishes a telegram purporting to come from London, to the effect that, according to Palace reports at Constantinople, Austria has joined the alleged Turco-German alliance." "It is impossible," says the *Kreuz Zeitung*, "to put so much political nonsense in fewer words. The conclusion of a Turco-German alliance was of itself an incredible story, but the rubbish that is talked about Austria joining it only too clearly discloses the tendency of such insinuations. It likewise reveals where it is desired to inspire mistrust, and by what Power that object is to be effected."

HALF a century ago, says the *Pall Mall Budget*, the average age of a Minister in a French Cabinet was sixty-five. Twenty-five years ago it fell to sixty. The new Cabinet is the youngest that has been known across the Channel. Its oldest member is only sixty-two; its youngest thirty-five. M. Gambetta, its chief, is only forty-three. The twelve Ministers count between them 612 years, giving an average of little over fifty-one years for each Minister. The average in England is much higher. Mr. Gladstone, to begin with, is twenty-nine years older than M. Gambetta; and Mr. Chamberlain, the youngest member of the Cabinet, is ten years older than the youngest holder of a portfolio in France, and two years older than the Prime Minister of France.

THE first step in the limitation of the liability of the shareholders of the Union Bank of Scotland was taken on December 23rd, at a meeting in the head office of the bank in Glasgow. Mr. H. E. Crum Ewing presided, and Sir Thos. Doyl, Lord Provost of Edinburgh, moved the following resolutions:—1. That the capital stock of the bank being one million pounds, fully paid, be converted into one hundred thousand shares of ten pounds each, fully paid, every proprietor being entitled to one share for every ten pounds of stock. 2. That consequent on the above, the qualification of the Chairman, Deputy Chairman, and Directors be the possession of one hundred shares at least; and further, that the scale of voting by the partners of the bank be as follows: for ten shares, one vote; for fifty shares, two votes; for a hundred shares, three votes; and for every complete number of a hundred shares over and above the first hundred shares, one vote. 3. That the bank's contract of co-partnership and the alteration thereon be altered and modified in so far as necessary to give effect to the foregoing resolutions. The motion was seconded by the Chairman, and carried unanimously.

THE proposal in the *London Times* for a canal across the Malay Peninsula has naturally directed attention to another canal scheme more nearly affecting India—the scheme for clearing a passage between Ceylon and the Indian Coast. One of the home papers calls notice to the fact that Sir James Elphinstone, Sir Arthur Cotton, Captain Dundas Taylor, Sir John Hay, and Mr. Trelawny Saunders have all pronounced in favour of the profitable effects of cutting a waterway for ships through this channel. On the other hand, it appears, the Public Works Department do not consider the canal would be worth the cost. In the departmental administration report for the year 1881-82 it is written—"At Paumben, the feasibility of the projected ship canal frequently put forward with the object of saving the voyage round Ceylon to all steamers, &c., outward or homeward bound, was considered, and an opinion arrived at that the cost of any such undertaking would far outweigh the advantage proposed, and that, if carried out, it would certainly kill the last remnants of the native coasting trade, already nearly destroyed, at all other places, by the coasting steamers." On the first of these arguments there is a direct conflict of opinion between the two sides. Mr. Grant Duff sides against the supporters of the scheme, as his speech in Parliament showed years ago, when the matter, in an aimless way, was discussed in the House of Commons. The second argument is a curious one to advance in these days. On a like principle, it was urged that railways would destroy the stage coaching business, and hence their construction should not be allowed.—*Calcutta Englishman*.

JOHN DUNN, it is stated from Durban, has brought in from 5,000l. to 10,000l. of taxes to deposit in the bank. He says that Cetewayo's return would plunge the country into bloodshed and confusion. He and his people would never allow Cetewayo to cross the Tugela; the country has been given to him by the Crown on conditions which he has faithfully complied with, and he means to retain it. He speaks of the possibility of Cetewayo being placed over Zululand, north of Wohlatusi, leaving him (Dunn) undisturbed; but this plan would probably lead to a collision. Five missionaries are working quietly in Dunn's land, and the liquor laws have been enforced. Peace and order generally prevail in Dunn's territory. Sir Evelyn Wood left by the Zanzibar route on Dec. 22. Previous to his departure, Sir Evelyn concluded his inquiry with reference to the alleged rising of King Panda's grave in Zululand, and made a report on the subject to the home Government. There appears to be no doubt that the remains of the King were removed, but the question as to who committed the outrage has not been cleared up.—Among the passengers who arrived at Plymouth by the recent Cape mail steamer, was Mr. Alfred Aylward, who was much heard of during the Transvaal war. Having relinquished the editorship of the *Natal Witness* during the war, he was private secretary to General Joubert, and both in civil policy and military tactics he rendered great service to the Boers. When victory over the Boers appeared to be certain, threats were very common amongst the colonists that on his capture he should meet a traitor's fate. Knowing the feeling against him, he embarked in the *Grantly Castle* under the name of De Villiers. On being recognised on the passage home he frankly stated that his mission to England was to lecture on behalf of the Boers against the Convention.

THE Russian steamer *Catharina II.* undocked at Aberdeen this morning. (The steamship *Danube* has gone into dock at Sam-shui-po.)

HER Britannic Majesty's corvette *Curaçao* returned to Chinkiang from Nanking of the 28th ult., and left the following day for Chusan.

ACCORDING to our Shanghai contemporary the *Mercury* the China Coast S. N. Co. have sold all their steamers to a London concern, and the Company is to be liquidated. The shareholders get Tls. 112 per share to-morrow, and the balance of the assets is expected to show Tls. 14 to 16 per share more.

THE Messageries Maritimes Mail steamer *Providence*, while at anchor in the Golden Horn, was struck amidships by a Russian steamer entering the harbour, and, after about fifteen minutes, went down in deep water. No lives were lost. The value of the ship alone is estimated at £80,000, and, being about to sail for Marseilles, she had on board a large and valuable cargo.

UNDER date Constantinople, December 21st, the Arabic paper *El Yawid* to-day publishes an article, regarded there as inspired by the Sultan, announcing that His Majesty will protest against any eventual new treaty between France and the Bey of Tunis, and any fresh settlement of the Tunisian debt, unless both are sanctioned by the other Great Powers. The *El Yawid* expresses the hope that the Powers will consent to instruct their Ambassadors in Constantinople to effect a settlement of the Tunisian Question conjointly with the Porte.

THE Indo-China S. N. Company Limited has taken over all the steamers of the China Coast S. N. Co., and of the Yangtze S. N. Co., all Messrs. Jardine Matheson & Co.'s steamers, and the steamers of the same firm, who are agents for the Hongkong-Calcutta line. It is a London company; Messrs. MacGregor, Gow & Co., are the general agents in London, and Messrs. Jardine, Matheson & Co., are the agents in China. The China Coast steamers were taken over to-day. The object of the Company is to develop all steam traffic in connection with the China trade, except, of course, that covered by the Glen line.—*Mercury*.

THE Tientsin correspondent of the Shanghai *Mercury* writes under date January 16th:—"This is the news about opium as far as is known; on one hand it is said the *Leikin* was arranged by Li and Sir Thomas Wade at Tls. 110 as wanted by Li; others say Tls. 110 as desired by Sir Thomas, at any rate something has been arranged and signed by Li and Sir Thomas. Now it depends upon the question if the Home Government and India will accept duty payable in Hongkong at this rate when landed.—Telegrams from here for Europeans are 20 cents per word, for Chinese 10 cents per word, to Shanghai. Is it the same in Shanghai? Europeans pay cash in advance, Chinese can make it payable in Shanghai."

THE *Japan Daily Mail* criticises the paper hunt reporter of the *N. C. Daily News*, in this style:—"A North China contemporary records a really wonderful feat of equitation—credible alike to man and horse, provided always that we read the story aright. 'Mr. Ogle's pony jumped short and threw him, as did also Mr. Arbuthnot's Commandeur; but he managed to drag him in sixth and thus won the heavy weights.' Thus Mr. Ogle was thrown at the finish of a paper hunt, by his own pony: that is clear. It appears equally evident that he was simultaneously hurled from Mr. Arbuthnot's Commandeur. The remainder of the phrase is not quite so pellucidly intelligible. The objective or accusative 'him' is rather embarrassing. 'He' (Mr. Ogle) 'managed to drag him in sixth and thus won the heavy weights.' The 'him' might refer to either Mr. Arbuthnot or Commandeur. Under ordinary circumstances we should be inclined to think that so grammatical a writer as he from whom we quote, would have written 'it,' if he had meant the steed. But, then, how would Mr. Ogle have qualified himself for the prize which he received. Naturally by 'dragging in the' horse, of course much heavier than the man. A fresh light! This must have been how the affair happened.—Mr. Ogle was riding his own pony and Mr. Arbuthnot's pony, all together, or one after the other; and after his dual propulsion into space, achieved his triumph and revenge by hauling one of his fallen cattle past the winning-post. Then let us sing, long live the King! And Ogle long live he! And when he next drags him abroad May I be there to see."

—*Mercury*. M. DECHEVRENS of the Si-ka-wei Observatory writes to the Shanghai *Mercury* on the 26th ult. as follows:—"Your article in yesterday's paper on 'Chinese Lore and Modern Science' is calculated to make me pass for a weather-prophet, a rival of those almanack makers whose success of course, particularly on the Continent of Europe, is so wonderful. Arago mentions somewhere the curious fact that the best part of the income of the Berlin Academy of Sciences once was derived from the sale of their almanack which, like many of the present publications, gave all sorts of random predictions. A distinguished member of the Academy, ashamed at seeing such trash appear under the patronage of that body, simply proposed its suppression, but in consequence of that reform there was such a falling off in the sale of the almanack that they had to take to the old way again and give predictions which they themselves did not believe in the least. I should be happy to possess some of the true science of the Berlin Academicians, but I have not the same interested motive as they had to publish anticipated announcements of the weather. Allow me therefore to address the readers of the *Shanghai Mercury* who may have read your article on 'Chinese Lore and Modern Science' in the words of Rabelais in the preface of one of his almanacks:—"Prière seigneur! tégéte! à moy, comme à vous, s'il vous plait d'y ajouter foy. En cet encor, depuis la création d'Adam, nul homme qui en aye traicté ou baillé chose à quoi l'on doit acquiescer et arrier en assurance.—Do not mistake 'weather' warnings for 'weather prophecy'."

We observe that a Mutual Telephone Association has been organised in Shanghai. Permission has been obtained from the Municipal Council to erect the wires, and the work will be at once proceeded with.

THE steamship *Hongkong*, Captain Fryer, a new boat for Messrs. Slemssen and Co., arrived here this afternoon. She reports a good run from Plymouth to Port Said, and fine weather so far as Achcen, when strong head winds were met in the Straits of Malacca. From Singapore to this port had fresh gales and heavy head sea. We gave a detailed account of the dimensions and accommodation of this new vessel at the time of her launch.

EXTENSIVE preparations have been in progress for some time past at Stonecutter's Island for the torpedo trials and experiments which will shortly be held there, under the auspices of the Royal Engineers' Department. The north tower of the old gaol has been used for storing the instruments, cables, batteries, &c., and during the last ten days two steamers and a number of boats have been constantly employed getting everything necessary placed in readiness. The experiments will, it is said, prove of a most interesting character, and will be carried out on a much more extensive scale than has ever previously been the case in the Far East.

TRAINING NOTES.

As the race-days gradually approach nearer, training operations become of a more interesting character, the ponies having to be rattled along in their work at a much faster pace. Since the publication of the race-programme, and the commencement of the lotteries, owners are naturally becoming anxious as to the racing abilities of their various representatives, and as this can only be found out by repeated gallops, trials, and rumours of trials are already flying round the colony. The course was in beautiful order this morning, and consequently some very fair performances were recorded, taking "Benson" as the standard. Dunrobin—in the absence of Strathovan and Strathpeffer, under orders for a mid-day outing—was the first on the course, this handsome dun griffin cantering a mile and a half at a slow pace; his stable companion, Lord of the Isles, galloping a mile and a quarter at a little better, than half speed. Mr. Grammont's subscription griffin shell started for a mile and a half gallop alone, but was joined after going a quarter of a mile by Rataplan and a grey griffin (we fancy it was Rataplan, but are not certain) the three finishing the spin in very good form, and time. Although Rataplan appeared to go slightly faster than shell at the finish it must not be forgotten that the grey had gone a quarter mile farther than the dun; and under all circumstances 3.37 for a mile and a half by a subscription pony, is at this comparatively early stage of training a most satisfactory performance. Wild sell, ridden by a light boy, "powed" over the Valley stakes course, with Phantom steered by Mr. Easton, and won handsomely by about six lengths in 1-41, but ponies ridden clean out. Jet, Too-too, and Rosa (with Mr. Ogle in the saddle) were sent a mile, the spotted pony streaming away many lengths in front, and as the bay was evidently under waiting orders, the gallop was merely an ordinary exercise one. Gang Forward and East Wind covered the Derby course together, both going in grand style, although at a slow pace as the time 3.40, plainly indicates. White Stockings, after trotting, galloped fast for a quarter of a mile, Wild surf in the same stable cantering at a moderate pace. Mr. Hutchings successively rode Redstart, Bohemian, and Wild Eddy, the last named a steady two miles gallop—last mile and a half 3.31—all these handsome racers moving along splendidly. Bavarian and Wild Race in the same interests were ridden by Tientsin, last year's Derby winner sweeping along for two miles like a piece of machinery, the Derby candidate going rather over a mile. First Comet, ridden by Mr. Brandt, was sent a mile and a half, finishing in good form in 3.32. Shamrock, steered by Mr. Nickels, Rose, with his old pilot Mr. Reynell in the saddle, and Hurricane, ridden by Mr. Essex, galloped a mile together, the first named running clear away from his companions, and passing the judge's box hand held in 2.17. Rose galloped very stiffly, and is no doubt seriously ailing. Scotch Mist, Grey Mist, Craftsman, and Spectre "powed" a mile, the last three quarters occupying 1.43. Huaschan and Airle galloped the Derby distance, Lochiel joining in for the last half of the journey; the last named, however, was well beaten at the mile starting post, the other pair running home together in 3.41. Tajmahal and Sirocco galloped rather over two miles at a steady pace, and in grand form, the griffin especially showing vast improvement. Strathlala, Whisper, Glangary, and Second Trumpet, went together at a good pace for a mile, the first named running right away from his companions making the descent to the village, and finishing in good form. Whisper also showed good staying powers, and finished very gamely. Thistle and White Cloud covered the German Cup distance, the chestnut of course holding Mr. Sassoon's subscription pony quite safe the whole journey. Grim Death galloped steadily, but Frascuelo was confined to slow work, and we did not observe Roseola's performance, although he was said to have done well. Sportsman and Huntsman galloped steadily, and Mr. Allan sent Irquois along at a very fast pace. The same rider also tried to persuade Driving Cloud to go fast, but the old pony either could not, or would not, put on the steam, so made an exceedingly poor show. Second Violin went a steady mile and a half gallop. Gold Bar showed the way for Lightning in a sharp mile spin, running away at the finish from the white griffin, although the last named's 2-18 reads a remarkably good performance.

"Maiden's cheek" was the name of a new colour that the city heard was fashionable. A maiden ordered a dress of that hue, and the material the dressmaker furnished her was a kind of sal-low yellow, with polka dots of dark brown.

OPERA BOUFFE AT THE CITY HALL.

"LA VIE PARISIENNE."

The talented troupe of French artists made their second appearance before a Hongkong audience at the City Hall last night, when was presented Offenbach's comic opera in three acts "La Vie Parisienne." The house was a remarkably good one, H.E. the Governor and Lady Hennessy, Admiral Duperre, and most of the leading residents being present. Pressure on our space prevents us from giving a detailed criticism of what was one of the most successful representations ever presented to a Hongkong audience. Madame Rosina Ragany was in excellent voice, and proved herself to be not only a most accomplished vocalist, but an actress of the highest class in her own line. Her impersonation of Gabrielle was excellent in every respect, and the hearty plaudits of the audience showed how highly the fair artist's efforts were appreciated. Madame Pontet was a capital La Baronne, and contributed in no small measure to the success of the representation. The other ladies were also efficient in their respective rôles. M. Pontet showed his versatility as *Brazilien, Frick, Le Major, and Ernest*, and well deserved the hearty applause he received. Mr. Richard has a nice voice, and sings with much taste. He is also a most graceful actor, and was quite at home in the somewhat difficult part of *Bonnie*. We can also heartily commend the singing and acting of M. Lalande, whose impersonation of *Alphonse* was one of the successes of the representation. The principal performers were well supported throughout, and M. Ladislav rendered most efficient aid at the piano-forte. Owing to the success which has hitherto attended them and on account of the sailing of the *Manila* steamer, the company have decided to perform on Monday night, when the celebrated comic opera "Les Cloches de Corneville" will be produced.

H.B.M.'s SUPREME COURT, SHANGHAI.

28th January, 1882.

(Before N. J. HANNEN, Esq., Acting Chief Justice.)

THE LOSS OF THE "ABERDONIAN."

MORRIS & Co., Plaintiffs, v. THE UNION INSURANCE SOCIETY OF CANTON, Defendants.

Mr. A. Robinson appeared for the plaintiffs. Mr. R. E. Wainwright appeared for the defendants.

His Lordship delivered judgment this morning as follows:—This is a suit brought by Messrs. Morris & Co. against the Union Insurance Society of Canton upon a policy dated 2nd of June 1881, by which the plaintiffs caused themselves to be assured with the defendants and from the port of Tientsin to Newchwang thence to Foochow and/or Amoy, upon freight to be earned by the steamer *Aberdonian* and advances in the sum of £2,000. The policy contained amongst other the following words:—"with liberty to touch, stay, and trade at all usual intermediate ports and places;" the *Aberdonian* reached Newchwang in safety and after partly loading there she proceeded to Chefoo to complete her loading. This was done with the consent of the plaintiffs' agents at Newchwang, although no mention of any liberty to proceed to Chefoo is made in the charter party. The vessel left Chefoo on the 8th day of July and was lost, the perils insured against on or about the 15th of July, 1881. The plaintiffs claimed payment of the sum of £2,000 under the policy, and the defendants refused to pay on the ground that the ship had deviated. The case was tried before the Court without a jury on the 19th, 20th and 21st instant. Upon the trial both parties practically agreed that the question to be determined was:—"Is Chefoo a usual intermediate port within the meaning of the policy?" I think it is right, however, to amplify that question a little and the way I put it is this:—"Looking to the terms of the policy, the description of vessel, and the nature of the voyage and venture she was engaged upon, is Chefoo a usual intermediate port within the meaning of the policy?" This is a question of fact to be determined upon the evidence laid before the Court. After carefully going through the evidence laid before me, and considering the ex-ante comments of Mr. Robinson and Mr. Wainwright upon it, I have come to the conclusion that Chefoo is not a usual intermediate port within the meaning of this policy. I might stop here but I think it due to the able and candid way in which the case was argued by Mr. Robinson to consider in detail some of his points. He will ask on behalf of the plaintiffs as he did ask at the trial: "what usual intermediate port is there if Chefoo is not one?" The answer is: there is none within the meaning of this policy. I fully agree with Mr. Wainwright when he contends that a policy of insurance is different from other documents in this respect: it is a general form framed to suit voyages which differ almost infinitely in their natures the one from the other, and clauses are seldom or never struck out simply because they are inapplicable to the particular case. This form of policy would be used for a voyage from Shanghai to Ningpo, and the clause could not refer to any port at all, and it would be used for a voyage from Shanghai to England, and the clause would then refer to different ports according to the description of the vessel. In fact as Mr. Wainwright put it, the clause under the circumstances of this case may be treated as surplusage. I am inclined to think it is surplusage, for another reason. It is one of the clauses, but not the only one in the policy, which may be taken as expressing in words what would be understood if they were omitted. I pointed out during the argument the clause "and it shall be lawful for the said vessel, in this voyage to proceed and sail to and touch and stay at any ports or places whatsoever (within the limits of the above voyage), for necessary provisions, assistance or repairs, without prejudice to this assurance." Everything which is expressly permitted there, would be permitted even if those words had not been inserted. (See Chief Justice Leck's judgment in *Felly v. The Royal Exchange Assurance Co.* (1870), 350 and 351 Phillips on the Law of Insurance, 2nd edition, p. 584 § 1018 et seq.) In effect, then, it may be said that the insertion of the words "with liberty to touch, stay, and trade at all usual intermediate ports and places" does not extend the risk covered. That this is the view of several of the Insurance Companies, is shown by the fact that they charge the same rates for a policy with these words in as for a policy where they are omitted, and they all charge practically the same rates for similar risks—as to three of the Companies, under a written argument to that effect, and I think the evidence shows that merchants do not think that these words extend the risk. If this is so—that this policy does not in reality give greater liberty than the North China policy which does not contain the

"liberty to touch" clause—even Mr. Herbert Morris, the only independent witness who was called for the plaintiffs, would agree that the *Aberdonian* deviated; for he bases his opinion, that she did not, entirely on the presence of this clause. I say thus much with regard to Mr. Herbert Morris because it may no doubt be said without disparagement to other underwriters here that he has the largest experience in insurance business. Mr. Robinson very properly admitted that the result of the evidence was that the insurance office of the *Aberdonian* having gone into Chefoo. But this 1 per cent extra was never paid or even tendered. How, then, can the plaintiffs claim the benefit of it? Mr. Robinson wished to treat this policy as a kind of open one under which the plaintiffs were to be at liberty, even after the loss, to declare what port the ship had put into and pay extra premium accordingly; but when it is intended to effect such a policy apt words are used. The kind of policy it is sought to turn this into is mentioned in a previous case, *The "Deviation" clause*, 46 and 47 as containing a "deviation clause." On page 46, "in cases where the voyage is not intended to be direct, but yet is to be conducted in a manner defined by a well known custom, it may suffice and may even be more convenient, to name in the policy the port of loading and of destination, and these only in reliance on the notoriety of the custom," and on page 47 "in all cases of real difficulty, care should be taken to insert what is called the 'deviation clause,' held covered in the event of a deviation at a port to be agreed upon." In a note Mr. Lowndes says: "the objection to the deviation clause is that an underwriter has no security of obtaining an additional premium as he ought to do, in the event of a deviation which increases the risk but is not followed by a loss." The objection to construing this policy as though the liberty to touch clause was a deviation clause is still stronger, for had the *Aberdonian* reached Amoy in safety the defendants could not have forced the plaintiffs to pay the 1 per cent extra for going into Chefoo. Then why, the ship not having reached Amoy in safety, should they be compelled to pay? I think the defendants are entitled to judgment also if we look at the question in the way suggested by Arnold at p. 467 of his first vol. He puts it:—"Was the port one which on the true construction of the policy was within the course of the voyage as contemplated by the parties?" Chefoo certainly was not within the course of the voyage as contemplated by the defendants, as there can be no doubt they would have charged the extra 1 per cent premium if it had been; and it certainly was not within the course of the voyage as contemplated by the plaintiffs at the time they effected the policy, for they did not know that the charter had any intention of going to Chefoo, and the liberty to touch there was not granted him as a right, but as a favour in consideration of the ship having been so late in arriving at Newchwang. This appears from Captain Hoig's letter dated July 1st, 1881, (Exhibit N). When the policy was entered into there was no intention on either side of insuring a voyage from Newchwang to Chefoo and from Chefoo to Foochow and Amoy. The plaintiffs insured a voyage from Newchwang to Foochow and Amoy direct. That no doubt was what the plaintiffs paid for, and that only is in my opinion what they have got. There must therefore be judgment for the defendants with costs.—*Mercury*.

CHINA.

The Shanghai correspondent of *The Times* writes under date Nov. 9:—

China now possesses, all told, a fleet of some seventy craft, about half of which have been built and equipped in her own arsenals at Shanghai and Foochow. These latter, however, scarcely deserve the name of men-of-war in these days. They are, with, I think, one exception, merely wooden-boats carrying Armstrong guns of modest calibre, and although effectual enough against pirates and such like, they could not be seriously classed as fighting vessels. But the series of gun-vessels built in England are of a different type. They all carry heavy guns of twenty-six tons and upwards; on the other hand, they are entirely unarmoured, and, excepting the two new arrivals, have small steaming power. Their efficiency, therefore, in time of war would entirely depend on their being smartly handled, so as to be able to inflict a blow without seriously exposing themselves to the enemy's fire. By keeping close in shore and taking refuge behind islands and other points of vantage they might, no doubt, be most useful. But to do such work effectively requires a combination of seamanship and courage which Chinese sailors can hardly be supposed to possess. If the test of war should ever be applied, China's weak point will be the efficiency of her seamen.

It has often been the habit with foreign writers on Chinese affairs to decry the attempt on the part of the latter to build up a navy and to establish arsenals and fortifications, as being either a useless waste of money or else prompted by the desire to turn them against ourselves and expel us from the country at the first favourable opportunity. The only foreign appliances, it is said, of which they have so far freely availed themselves are those which enable them to inflict injury, and as it is only against foreign nations that gunboats, forts, &c., can be used, the hostile intention against ourselves must be manifest. But there is no need to put such a construction on the conduct of the Chinese Government. With nations, as with individuals, self-preservation is the first law of nature, and the attempt to create a navy for national defence is not only natural but laudable.

It is not till the Chinese Government feel themselves in a strong position that they will be able to treat freely with the foreign representatives. Innovations and new propositions of all kinds are now looked upon with suspicion, because they cannot afford to run the risk; but let them feel themselves strong enough to disregard consequences, and Western nations will find much more ready acceptance. And in time, of course, the Chinese navy could and doubtless will be made up into something worthy of the name. They have plenty of good raw material. They have a large fishing population accustomed to sea-faring life, the Chinese seamen have entirely supplanted Europeans on all the vessels trading on the coast of China. But before it can be worked up into the stuff of which fighting crews are made, there is very much to be done of which they have as yet scarcely realised the necessity.

The political situation remains unchanged. Tso Tsung-tang has temporarily withdrawn from public affairs, under the plea of ill-health. The real cause is understood to be some estrangement between him and Li Hung Chang. Nothing further has been made public in regard to the Viceroy of Nanking. Ping-yu-lin, the well-known iron admiral of the Yangtze, declined to accept the office, and meantime the old Viceroy retained the post. It is reported that Tso Tsung-tang would not object to taking it himself. If he and Li would only agree to put together, they might accomplish pretty well whatever they pleased.

Out of three candidates who passed with credit at last Melbourne University matriculation, two were ladies.

CHINESE EMIGRATION TO HONOLULU.

It is certainly a matter of surprise that the emigration to Honolulu from Canton has been so suddenly put a stop to when we come to consider the grounds on which the decision has been arrived at. To say for a single moment that no coolies ought to be permitted to leave China unless they have themselves paid in hard cash the money for their passage is to show a very extraordinary want of knowledge of the condition of the emigrants, for, as one of our contemporaries in Hongkong very rightly remarks, it is not those Chinese who have \$50 or \$60 who care to emigrate. The very reason for leaving their country is wanting. It is only the poor men, who cannot find a livelihood in the place of their birth, who seek it outside. This latter, of course, holds good in all emigration; but in China especially it is so where there must be absolute poverty before the coolies leave. Their departure is a great relief to the country and to themselves, for they are able in the new country to obtain that livelihood which is denied them at home; and further, they are able to help their families, as that of the Viceroy of Canton, the strongest and absolutely unassailable proof ought to have been brought forward that there existed a state of things in Honolulu which rendered the position of the coolies one to be avoided. The sweeping condemnation of the Sandwich Islands as a field for coolies ought not to be based on such assertions as those of the Chun Kwok Fan, who, for his own ends, wrote saying some of the employers of coolies were guilty of kidnapping. The secret of the complaint has now been arrived at, and those who have assisted in stopping the emigration may congratulate themselves in having prevented many poverty-stricken men from earning a living at the instance of interested parties whose ends they have been led to assist. Governor Sir John Pope Hennessy himself has the proud distinction of having aided in stopping emigration to a thriving kingdom where the treatment of immigrants leaves nothing to be desired in any way. And he has been induced to do this by his pro-Chinese feelings, which, exercised at the instance of one favoured section, has resulted in producing a great hardship on hundreds of others. This is raising up again that pernicious influence which has had to be combated so often, and which is the bane of some of our other Colonies. Hongkong will, if such things occur, lapse into a state equal to the secret society-ridden Straits Settlements—neither desirable nor to be encouraged. The person who really understands the merits of the case seems to be the German Consul. Mr. Travers, who grasps the whole of the situation and can discriminate between true and false reports. This gentleman points out clearly where the difficulties lie, and when they are absurd suggestions, he does not hesitate to point of passage-money, he has had to go face against it, and acts with a decision and commendable while others do not try to sift the untruthful story told, but accept a mendacious statement as absolute truth. It is a pity such a simple matter was not seen through at once. Perhaps now the truth has come out things will be remedied, although to acknowledge a mistake is to some a difficult matter.—*London and China Express*.

CHINESE IN VICTORIA.

A correspondent of the *Globe*, writing on the above, says:—"We are maligned, as I venture to say, as to our dealings with Chinamen. The stranger passing through Melbourne sees a quantity of these hard-working, unobtrusive Mongolians; working hard at raising and hawking round fresh vegetables, and plying various trades, such as cabinet-making, in which they are great adepts. He then learns that a law has been passed by our Legislature imposing a poll-tax of £10 per head upon Chinamen arriving in this country, to be paid by the shipmaster before landing his cargo. Whether one portion of the British dominion is justified in taxing another of Her Majesty's subjects as I have described must be left as a question for the lawyers, and is beyond my knowledge. But I can quite understand the objection which our colonists have to their almost-eyed heathen fellow-subjects. An argument which seems to me worthy of consideration is that surely if the aspirations of the advocates of Chinese labour are ever realised, and a constant influx of Chinamen becomes the rule, we shall expose ourselves to the risk of creating a caste of workers or artisans and of white emigrants and so labour will come to lose its honour and dignity. Those who look further ahead than the immediate time when their own myriads of China might take it into their heads to overrun and swamp our rich but thinly-populated community, and it is certain that some such contingency is possible in the no distant future. I confess, therefore, that I am not sorry that some precautions are taken to keep the Chinese immigration down to a large extent. It must be remembered that no white race labours under any kind of disability. Frenchmen and Italians live side by side with Irishmen, "Æqua ibi libertas." It is only in Chinamen that there is any sort of deep dislike in Victoria.

ASIATIC SOCIETY OF JAPAN.

A General Meeting of the Asiatic Society was held at the Chamber of Commerce, Tokyo, on Thursday, January 12th, Mr. J. G. Kennedy, President, in the chair.

After the formal business, it was announced that the Council had resolved to reprint Vols. I., II., and Part I. of Vol. III. of the "Transactions," which were now out of print. It had been found that the want of those volumes was interfering considerably with the sale of the subsequent numbers.

Prof. John Milne read a paper on the Koro-pok-guru or Pit-Dwellers of Yezo, of which the following is an abstract.

In consequence of a conversation with Mr. T. Dakiston in 1878, Mr. Milne's attention was at that year directed to a number of rectangular pits on the island of Hentienjima, near Nemuro in the N.E. part of Yezo. Near to these pits flint arrow heads, fragments of porcelain and an earthenware vase were found. Subsequently, Mr. Milne heard of and examined many other collections of pits, in many other parts of Yezo and the Kurile Islands. These pits are usually rectangular in form, about 3 or 4 feet deep. A general conclusion which Mr. Milne arrived at was that in the north the pits are more numerous and in better preservation than those in the south, as for instance those near Sapporo.

The Japanese say that these pits were the houses of the Koshito, Koshito, or Kobito, a race of dwarfs. On enquiry from the Ainios, which enquiries were made for Mr. Milne by Mr. J. Batchelor of Hakodate, it was found that the Ainios called these people the Koro-pok-guru, or literally the "people having depressions." They say that they lived in huts built over holes, and they knew the art of pottery. Farther, the Ainios say that they exterminated them. In the extreme north of the Kuriles Mr. Milne met with the aborigines of these islands, who he found dwelling in huts, built over pits, which were in general appearance identical with the uninhabited pits farther to the south. Certain tribes in Sagalin and Kama-

chatka also dwell in pits. From data of this description Mr. Milne came to the conclusion that the modern representatives of the pit-dwellers were the Kurilsky or some of the inhabitants of Sagalin or Kamtschatka, who like the Esquimaux of the Atlantic seaboard, had in former times extended much further to the south.

Mr. Milne also adduced several facts no hitherto brought forward to show that the shell heaps of Nippon were the spoil of the Ainios. As a generalization upon the inhabitants of the Japanese empire, Mr. Milne suggested, and gave reasons to show, that the hairy Ainios were connected with the hairy Papuans, who once extended from their present home on the south, in a continuous line through the Philippines to Japan.

Malay races invaded this line in the Philippines and all that remained of the aboriginal stock are the aboriginal hairy Ainios. In Formosa, in Oshima, and in satsuma and other parts of Japan, other links of the hairy, large-eyed, round-faced, Aino type are still to be found. The modern Japanese invaded the line from the direction of Corea, and as they exterminated or drove the Aino towards the North, the Aino in his turn pressed upon the Koro-pok-guru who retreated to more inland regions, leaving behind him, as indications of his former presence, the pitlike depressions which are to be found in so many parts of Yezo.

A short discussion followed, in the course of which Mr. Satow observed that the language of the old Japanese chronicles indicated the presence in Eastern Japan of other tribes of barbarians besides the Ainios, whom the Japanese called Yezo, writing the name with Chinese characters which signified "Crab Barbarians" in allusion to their long beards. In the charge to Yamatodaki no Mikoto, delivered as he is about to set forth on his last expedition against the East, the Yezo were spoken of as being one tribe among many. There were also aboriginal tribes in Kiushiu, down to the same period, such as the Hayato, of satsuma, who furnished a bodyguard to the Mikado, and the Kuma-oso or Oso. He agreed with Mr. Milne's theory of an early Mongoloid immigration, which probably came by way of the Korean peninsula across the island of Tsushima and Iki, and was established in Idzumo and adjacent provinces, before the advent of the ancestors of the present ruling family, who entered Japan from the south of Kiushiu, and were probably of Malay origin.—*Japan Mail*.

THE NATIONAL ASSEMBLY IN JAPAN.

The *Daily Telegraph*, mentioning the subject of representative Government in Japan states:—"A people who in less than a quarter of a century have made progress almost equal to that slowly effected in this country since Tudor times, even before long, of stations in the straits settlements, Java, Hongkong, and China—he believed they would show a very satisfactory state of things before the close of the coming year. By the amended agreement they would be £35,000 richer, and their property had, he thought, very much increased in value since he last addressed them. Sir Julius Vogel seconded the motion, which was carried unanimously.—*London and China Express*.

NAUTICAL ELOQUENCE.

A specimen of the genus "skipper" has recently appeared before the authorities in Japan which we thought was as extinct as the dodo; at any rate, master mariners are so far educated in these days that we think it would be a difficult matter to find a match in nautical eloquence for Mr. William Williams, of the British bark *Dulward*.

Regina (on the prosecution of R. Haire) v. Williams, master of the British bark *Dulward*. The master was charged with using threatening language towards, and threatening to strike, the complainant, a seaman on board the ship, on January 2nd.

R. Haire, sworn, said—I am the cook and steward on board the ship. On the 2nd of January he would jump my liver out, and wash his hands in my blood. At sea he said, if it cost him £5 he would kill me.

Robert Pollard, sworn, said—I am the carpenter of the ship. I heard the captain call the complainant a son of a— He threatened to jump the liver out of him.

Jas. Hamilton, sworn, said—I am the second steward on board the ship. I only heard the complainant and wash his hands in his blood. He had given great provocation.

Case dismissed with costs. Upon this the *Mail* remarks:—"He was a graphic sea-captain that, who, in the days of heroic flogging, sang out to the sturdy boatswain, already plying the 'cat' with his utmost vigor, 'Lay it on, you lubber! Do you think you're flapping flies off a butcher's block?' The type represented by this man-of-war anticraft has happily disappeared from the navy. Unhappily it does not appear to be absent from the mercantile marine. In power of language Captain Williams, of the British bark *Dulward*, is in no whit, apparently, inferior to Marryat's skipper. There is something terribly poetic—something almost Athanasian—in the apostrophe:—"I will jump your liver out, and wash my hands in your blood!" The son of a something thus be-arrated must have had occasion to thank his stars that no one with a taste for sanguinary spectacles, and means to testify to it, was at hand when the captain said he would make his salutary experiments in hepatology for the modest remuneration of five pounds sterling. We are, however, quite willing to agree with H.B.M.'s Consul that the master had received considerable provocation. We agreed with H.B.M.'s Acting Judge when he found that the first mode employed by the mate of the same vessel to dispel the reefs of a tempestuously pensive seaman, was appropriate. And not content with admitting that imitation is the sincerest and most aromatic, we think that it cannot be the complaint against the no doubt equitable that the complaint against the Captain of the *Dulward* should be dismissed. We confess to a tribute of astonishment that the brilliancy of the nautical orator's vocabulary was not contemplated.

At the meeting of the Four-in-hand Club, Mrs. Langtry was on the box of the Prince of Wales' gelding.

Europe, it is calculated, produces about four millions of watches per year. Of the 350 millions of inhabitants in Europe, it is said about 34 millions wear watches, and on the average, a new watch is bought every ten years, thus the yearly consumption for Europe alone, in normal times, would be about three and a half millions; the remainder are sent to foreign countries.

THE ORIENTAL TELEPHONE COMPANY.

An extraordinary general meeting of the Oriental Telephone Company (Limited) has been held at the City Terminus Hotel to consider a resolution approving and confirming a certain conditional agreement made or intended to be made between Mr. Bell of the first part, Mr. Edison of the second part, the Oriental Bell Telephone Company of New York of the third part, the Anglo-Indian Telephone Company (Limited) of the fourth part, Messrs. Gouraud, Hubbard, Digelow, Cargill, and Ormes of the fifth part, and this company of the sixth part, whereby it is proposed to effect various modifications or alterations in the subsisting agreements for the purchase by the company of the properties, and rights described in the agreement of the 25th of January, 1881, referred to in the memorandum and articles of association of this company, and the said other agreements, or some, or one of them particularly, by reducing the amount of the consideration to be paid by this company for such purchase. Mr. Pender, M.P., presided, and, in moving the resolution referred to, observed that it had arisen out of the settlement of their arrangements with the vendors of the various patent rights, privileges, and goodwill to the company. As very frequently happened where there were several parties to a sale, as in this case, there were certain omissions as regards details; he was very glad to say that the vendors had met them in a very proper spirit, and the matter had been settled without recourse either to law or arbitration, which such differences generally led to. The result had been that the company had secured £10,000 in cash and £25,000 in shares, which they look upon as a considerable addition to their capital. They had, he said, bought privileges as good, if not superior, to those possessed by the existing telephone companies, and they had secured, perhaps, the best field in the world for telephonic enterprise. The nominal capital of the company was £300,000, but they would really be working with £115,000. They had received a telegram that morning from Calcutta stating that at Bombay, Madras, and Cutch exchanges were about to be opened. The company had not yet been twelve months in existence, and they had entered on a field barren of everything in the way of telephonic instruments, and the whole of their works had had to be constructed. They had fortunately made such arrangements with the Indian Government as would give considerable encouragement in India to private enterprise. In Australia, they had no doubt that the telephone would be used very much in the same way it was in America. In Egypt, at Alexandria, their system was opened with about sixty subscribers, and this number was likely to be doubled in a very short time; and at Honolulu they had 175 subscribers, with the prospect of an increase to 200. With even a moderate return from each of the places they were now acting on—with the addition, he hoped, before long, of stations in the straits settlements, Java, Hongkong, and China—he believed they would show a very satisfactory state of things before the close of the coming year. By the amended agreement they would be £35,000 richer, and their property had, he thought, very much increased in value since he last addressed them. Sir Julius Vogel seconded the motion, which was carried unanimously.—*London and China Express*.

A letter from Mr. Dalgleish, who has gone to Yarkand on a commercial venture, appears in a late number of a Lahore paper. He states that he has been most hospitably received by the Chinese authorities, and has obtained permission to dispose freely of his goods. The Amir, or Governor, of Yarkand asked many questions about India, and spoke of the lasting friendship between England and China. Mr. Dalgleish describes the Chinese army of occupation as a disorderly rabble, armed with rusty spears, and whom a few hundred Cossacks could easily put to flight. No Russian merchants have yet appeared in Kashgaria; and he thinks that they would not be well received if they came, as the natives of Russian Turkestan coming to Kashgaria are not allowed to live in the city, but only to enter in during the daytime. On the other hand, the English name stands high, and entire freedom was accorded not only to Mr. Dalgleish but also to native traders from British India.—*London and China Express*.

TRADE WITH YARKAND.

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LORD JUSTICE LUSH.

The Right Hon. Sir Robert Lush, one of Her Majesty's Lords Justices of Appeal, who had been suffering from illness for some time, died on the 27th December, at his residence in the Avenue-road, Regent's Park. Sir Robert Lush was the son of Mr. Robert Lush, of Shaftesbury, Wilts, and was in the seventy-fifth year of his age. He was educated at Shaftesbury, and subsequently came to London to study for the law, and was called to the Bar at Gray's Inn in 1840. For some time he practised as a special pleader, but afterwards went the Home Circuit, and obtaining a large practice, was created a Queen's Counsel in 1857. In November, 1865, he was elevated the Judicial Bench as one of the Court of Queen's Bench, a position which he occupied till November, 1879, when, by the passing of the Judicature Act, he became a Judge of the High Court of Justice (Queen's Bench Division). On the 1st of July of this Court he, with the late Lord Chief Justice Cockburn and the late Mr. Justice Mellor, was engaged in the great trial at bar of the Tichborne claimant. In the course of last year he was transferred to the Court of Appeal, having, in 1878, been nominated a member of the Royal Commission appointed to inquire into the provisions of the draft code relating to indictable offences on the Robert Lush was the author of the work known as *Lord's Practice of the Superior Courts*, published in 1846, of *Notes on the New Will Act*, and of an *Act for Abolishing Arrest for Debt*. In 1839 he married Elizabeth Ann, the daughter of the late Rev. Christopher Woolacott, a Baptist minister, and her death a few months since is said to have aggravated the effects of his illness.—*London and China Express*.

STEAMERS EXPECTED.

The E. and A. steamer *Bowen* left Sydney on the 14th January, and is due here on or about the 6th February.

The steamer *Lennox* left Singapore on the 30th January, and may be expected to arrive here on or about the 6th February.

The O. S. steamer *Bellerophon* left Singapore on the afternoon of the 30th January, and may be expected to arrive on or about the 6th instant.

The steamer *Maah* left Sydney for Hongkong, via Ports of Call, on the 2nd instant, and is due here on or about the 28th instant.

Betrial is the condition of a man and woman who, pleading to one another and objectionable to their friends, are anxious to propagate society by becoming unendurable to each other. A lady appeared the other night at a London theatre in a white satin ulster, with collar and cuffs of white velvet. The *tout ensemble* brought down the house, who thought the fair one had just got out of bed and forgotten to dress.

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Amusements.

THEATRE ROYAL, CITY HALL, HONGKONG.

THE PARIS OPERA BOUFFE COMPANY.

HAVE THE HONOR TO ANNOUNCE THAT THEY WILL GIVE, ON MONDAY EVENING, FEBRUARY 6TH, 1882,

In consequence of the delay in the departure of the steamer for Manila, one more Performance,

ON WHICH OCCASION THEY WILL PRODUCE "LES CLOCHES DE CORNEVILLE," OPERA BOUFFE, IN THREE ACTS.

MUSIC BY PLANQUETTE.

CHAPACTERS.

LE PERE GASPARD.....Mr. PONTET.
GRENICHENA.....Mr. RICHARD.
LE MARQUIS.....Mr. LALLEMAND.
LE BAILLY.....Mr. BEGUIN.
CACHALOT.....Mr. FERNAND.
LE TABELION.....Mr. EMMANUEL.
SERPILLETTE.....Mme. ROSINA RAGANI.
GERMAINE.....Mme. PONTET.
MANETTE.....Mme. MIRBEL.
CATHERINE.....Mme. HERMENCE.
JACQUELINE.....Mme. MIRBEL.

M. LADISLAS, CHIEF D'ORCHESTRE.

A Grand Piano, by Messrs. Collard and Collard, of London, will be used.

DIRECTEUR, M. PONTET.

Dress Circle \$3
Pit \$1
Tickets to be had at LANE, CRAWFORD & Co's.

Doors open at Half-past Eight, commence at Nine o'clock.
Hongkong, 4th February, 1882. [91]

Intimations.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER

ALWAYS ON HAND.

L. MALLORY, Proprietor.

Hongkong, 24th June, 1881. [11]

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GAS-FITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, BEACONSFIELD ARCADE, where Orders for Fittings and Repairs will be punctually attended to.
Hongkong, 11th November, 1881. [25]

NOTICE.

THE HEAD-OFFICE of the CHINESE INSURANCE COMPANY, Limited, is this day removed to No. 14, QUEEN'S ROAD.
J. BRADLEE SMITH, Secretary.
Hongkong, 16th January, 1882. [47]

THE HONGKONG DIRECTORY

WILL CONTAIN THE NAMES OF THE OFFICERS OF THE BUFFS

NOW ON THE WAY TO THIS STATION.

OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY

WILL CONTAIN THE REVISED ISSUE OF THE POSTAL GUIDE.

OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY

WILL BE SOLD BY MESSRS. KELLY & WALSH

QUEEN'S ROAD.

THE HONGKONG DIRECTORY

WILL BE SOLD BY MESSRS. MACLEWEN, FRICKEL & Co.

QUEEN'S ROAD.

FOR SALE.

AUSTRALIAN WINES, PORT & SHERRY, of the finest quality, from Coolata Vineyard, Braxton, Hunter River, N.S.W.
Apply to R. FRASER SMITH, No. 6, Peddar's Hill.

HAIR DRESSING SALOON

THE HONGKONG TELEGRAPH.

Commercial.

THIS DAY, FOUR P.M.

The movement in favour of Dock shares, which we reported yesterday, has been continued with the result of materially improving the status of the stock in the share market. After very extensive cash business at 48 per cent. premium, no more shares could be secured, and then 49 and eventually 50 became the ruling price. At the last quoted rate several hundred shares changed hands, and there is still a strong demand for the stock. From market indications it would almost appear as if a higher rate will have to be tendered before holders will be induced to sell. With the exception of these extensive transactions in Docks, other business has been of a nominal character. Banks remain quiet, but firm, at 118, and Sugars are also very steady, no liberties being taken with this popular stock. A few Steamboats have been done at 23 per share premium, ex div., which is a slightly reduced rate as compared with the last business reported. It would appear that the "change of government" in the Hotel Company has inspired fresh confidence in this popular medium for speculation. A very fair business—amounting to several hundred shares—has been booked at 97½ ex div., and there are still buyers at the rate. Other quotations remain unchanged.

SHARES.

Hongkong and Shanghai Bank—118 per cent. premium.

China Insurance, Society of Canton—\$1,600 per share, buyers.

China Traders' Insurance Company—\$1,600 per share.

North China Insurance—\$1,175 per share.

Yantai Insurance Association—\$1,885 per share.

Chinese Insurance Company—\$282½ per share, sellers.

On Tai Insurance Company, Limited—\$150 per share.

Hongkong Fire Insurance Company—\$950 per share, buyers.

China Fire Insurance Company—\$290 per share, sellers.

Hongkong and Whampoa Dock Company—50 per cent. premium, sales.

Hongkong, Canton, and Macao Steamboat Co.—\$23 premium, ex div. sales.

China Coast Steam Navigation Company—\$150 per share.

Hongkong Gas Company—\$85 per share, sales, ex div.

China Sugar Refining Company, Limited—\$162½ per share.

China Sugar Refining Company (Debtless)—3 per cent. premium.

Hongkong Ice Company—\$130 per share.

Hongkong and China Bakery Company, Limited—\$52½ per share.

Chinese Imperial Loan of 1878—1½ per cent. prem. ex int.

Chinese Imperial Loan of 1881—3 per cent. prem.

ON LONDON.

Bank Bills, on demand 3/81

Bank Bills, at 30 days' sight 3/81

Bank Bills, at 4 months' sight 3/91

Credits, at 4 months' sight 3/91

Documentary Bills, at 4 months' sight 3/91

ON PARIS.

Bank Bills, on demand 4/67

Credits, at 4 months' sight 4/80

ON BOMBAY.—Bank, 3 days sight 2/01

ON CALCUTTA.—Bank, 3 days sight 2/01

ON SHANGHAI.

Bank, sight 7/21

Private, 30 days' sight 7/31

OPIMUM MARKET.—THIS DAY.

NEW MALWA per picul, \$660 (Allowance, Taels 14)

OLD MALWA per picul, \$705 (Allowance, Taels 28)

PATNA (first choice) per chest, \$620

PATNA (second choice) per chest, \$610

PATNA (bottom) per chest, \$620

PATNA (without choice) per chest, \$613

BENARES (without choice) per chest, \$613

BENARES (bottom) per chest, \$620

PERSIAN per picul, \$500

CHINA COAST METEOROLOGICAL REGISTER.

Barometer.	THIS DAY'S TELEGRAMS.			
	HONGKONG.	AMOV.	SHANGHAI.	NAAGAKI.
Barometer.	30.77	30.30	30.30	30.30
Thermometer attached.	58.0	58.0	57.0	45.0
Direction of Wind.	NE	NE	NE	NE
Force.	3	3	3	3
Dry Thermometer.	58.0	58.0	57.0	44.0
Wet Thermometer.	53.0	53.0	53.0	41.0
Weather.	5	5	5	5
Hour's Rain.	0	0	0	0
Quantity fallen.	0	0	0	0

Barometer, level of the sea in inches, tenths and hundredths.—Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation.—Direction of Wind, in regular every two points, N, N.E., E, S.E., S, S.W., W, W.N.W., N.W., and N.N.W. Rain—The hours of rain in the previous 24 hours (noon) are registered from 1 to 24 of the quantity of water fallen indicated in inches, tenths and hundredths.

Shipping.

ARRIVALS.

Feb. 3, SAN FRANCISCO, German schooner, 251, Olmans, Whampoa 3rd February, General—Siemssen & Co.

Feb. 3, KAISAR-I-HIND, British steamer, 2,559, J. C. Babot, Shanghai 1st February, Mails and General—P. & O. S. N. Co.

Feb. 4, MELT, Chinese steamer, 472, Null, Shanghai 30th January, General—C. M. S. N. Co.

Feb. 4, CARISBROOKE, British steamer, 960, H. Wharton, Swatow 3rd January, General—Khe Choeng Po & Co.

Feb. 4, ESMERALDA, British steamer, 395, R. Talbot, Manila 1st February, General—Russell & Co.

Feb. 4, HONGKONG, British steamer, 958, J. B. Fryer, Plymouth 14th December, via Singapore, Coal and General—Siemssen & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Kwongtong, British steamer, for East Coast.

Laertes, British steamer, for Singapore.

Nigite Maru, Japanese steamer, for Kobe.

Ash, Danish steamer, for Saigon.

Catterham, British steamer, for Singapore and Melbourne.

Pernambuco, British steamer, for Saigon.

Carisbrooke, British steamer, for Singapore.

Kang-chi, Chinese steamer, for Hoihow.

Warriors, German steamer, for Hoihow.

DEPARTURES.

Feb. 4, OLYMPIA, German steamer, for Saigon.

Feb. 4, CATERPILLAR, British steamer, for Singapore and Australia.

Feb. 4, MELT, Chinese steamer, for Canton.

Feb. 4, DIOMED, British steamer, for Yokohama.

Feb. 4, DECIMA, German steamer, for Saigon.

Feb. 4, CATHARINA II, German steamer, for Saigon.

PASSENGERS—ARRIVED.

Per Carisbrooke, str., from Swatow—486 Chinese.

Per Kaiser-I-Hind, str., from Shanghai—Mr. and Mrs. M. Sleeman, Dr. Willis, and Mr. Ogle, and 4 Chinese.

Per Melt, str., from Shanghai—Rev. Mr. Anderson.

Per Esmeralda, str., from Manila—Mr. and Mrs. Adolfo Richler, and Mr. Lang, and 175 Chinese.

Per Decima, str., for Saigon—20 Chinese.

Per Olympia, str., for Saigon—100 Chinese.

REPORTS.

The British steamship Esmeralda reports left Manila on the 1st instant, and had brisk winds and cloudy weather.

The British steamship Carisbrooke reports left Swatow on the 3rd instant at 11.30 A.M., and had fine, cloudy weather, with fresh N.E. breeze throughout.

The British steamship Kaiser-I-Hind reports left Shanghai on the 1st instant. The first part fresh monsoon and cloudy weather, and the latter part moderate, fine weather.

The Chinese steamship Melt reports left Shanghai on the 30th instant at 1 p.m., and had strong monsoon with heavy sea and thick weather to Ockseu; thence to port moderate weather.

SAIGON SHIPPING.

ARRIVALS.

30, Anadyr, French steamer, from Marseilles.

30, Celestial, British steamer, from Singapore.

31, Helens, British bark, from Sunderland.

DEPARTURES.

1, Hotspur, British bark, from Hongkong.

2, Blackhall, British str., from Sourabaya.

3, Lorne, British steamer, from Singapore.

5, Amazon, French steamer, from Hongkong.

6, N. D. Auxilatrice, French bark, from Hongkong.

6, Atalanta, German steamer, from Hongkong.

6, Paladin, British steamer, from Hongkong.

7, Pearl, British steamer, from Singapore.

7, Bivouac, British steamer, from Singapore.

8, Washi, French steamer, from Tournon.

8, Tokki, British bark, from Singapore.

11, Penedo, British steamer, from Hongkong.

13, Nona, German steamer, from Singapore.

14, Ashington, British steamer, from Bangkok.

14, Peiho, French steamer, from Marseilles.

16, Crusader, British steamer, from Hongkong.

18, Meinam, French steamer, from Singapore.

18, Bellona, German steamer, from Hongkong.

19, Ous, French steamer, from Hongkong.

DEPARTURES.

30, Plainville, British steamer, from Hongkong.

30, Crusader, British steamer, from Hongkong.

30, Anadyr, French steamer, from Hongkong.

31, Marlborough, British str., for Singapore.

31, Pernambuco, British str., for Hongkong.

January.

1, Norden, Danish steamer, for Hongkong.

2, Amazon, French steamer, for Marseilles.

7, Lorne, British steamer, for Marseilles.

10, Meinam, French steamer, for Singapore.

10, Bivouac, British steamer, for Singapore.

10, Atalanta, German steamer, for Hongkong.

10, Blackhall, British steamer, for Hongkong.

11, Pearl, British steamer, for Singapore.

12, Paladin, British steamer, for Hongkong.

14, Iliuss, French steamer, for Tongking.

14, Peiho, French steamer, for Hongkong.

14, Penedo, British steamer, for Sourabaya.

16, Hotspur, British bark, for Labuan.

16, Nona, German steamer, for Sourabaya.

18, Washi, French steamer, for Sourabaya.

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN, AND MANILA.

(Per last Mail's Advice.)

Barcelona (s) Manila Dec. 20

Patagius (s) China Ports Dec. 22

Flora Castle (s) Hongkong Dec. 28

Fitzroy Shanghai Dec. 29

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Brazos Cardiff Sept. 13

Tebe Trieste Sept. 17

Endymion London Sept. 19

Importer Cardiff Sept. 27

Pauline Cardiff Sept. 30

Livingston Hamburg Nov. 2

Henry Cardiff Nov. 2

Christine Cardiff Nov. 3

Rock Terrace Newport Nov. 5

Christal Cardiff Nov. 7

Trait d'Union St. Malo Nov. 7

Hydra Elbe Nov. 10

Brambletye Cardiff Nov. 10

Baikal Antwerp Nov. 12

Uphrates (s) London Dec. 13

Still Water New York Dec. 14

Bellerophon (s) Liverpool Dec. 15

Gleniffer (s) London Dec. 16

Paul Hamburg Dec. 16

Fooksang (s) Cardiff Dec. 20

Chi-yuen (s) Greenock Dec. 23

Priaf (s) Greenock Dec. 23

Stentor (s) Liverpool Dec. 28

HONGKONG TEMPERATURE.

THIS DAY.	
Barometer—9 A.M.	30.315
Barometer—1 P.M.	30.310
Thermometer—9 A.M.	53.0
Thermometer—1 P.M.	53.0
Thermometer—5 P.M.	53.0
Thermometer—9 P.M.	53.0
Thermometer—F.M. (Wet bulb)	53.0
Thermometer—F.M. (Wet bulb)	53.0
Thermometer—Minimum (over night)	53.0

SHIPPING IN HONGKONG.

STEAMERS.

Jan. 28, ANIER HEAD, British steamer, 2,015, Roper, San Francisco 11th December, and Honolulu 3rd January, General—D. La-praik & Co.

Jan. 22, ANTERIOR, British steamer, 1,644, J. S. Bragg, Japan 17th January, Coal and General—Butterfield & Swire.

Jan. 31, ASHINGTON, British steamer, 809, Allanson, Bangkok 5th January, and Saigon 25th, General—Siemssen & Co.

Dec. 31, ASIA, Danish steamer, 880, Djorup—Siemssen & Co.

Feb. 2, CATHIA, British steamer, 1,884, W. M. Robbie, Bombay 14th January, Galle, Penang, and Singapore 28th, General—P. & O. S. N. Co.

Nov. 29, CEBU, American steamer, 373, Edgar—Captain.

Sept. 28, CONQUEST, British steamer, 316, Hamilton—Shun Hong Hong.

Dec. 15, CONSOLATION, British steamer, 264, Young—Yuen Fat Hong.

Jan. 27, CRUSADER, British steamer, steamer, 616, Rowin, Saigon 21st January, Rice—Fung Yuen & Co.

Jan. 31, DANUBE, British steamer, 561, Clanchy, Bangkok 22nd January, General—Yuen Fat Hong.

Jan. 26, GLENELG, British str., 800, Nicholson, Newcastle, via Singapore 20th December, Coal—Order.

Oct. 29, HONGKONG, British steamer, 67, Kenneil—Kwok Acheong & Sons.

Jan. 29, FUNGARIA, Austro-Hungarian str., 1,450, C. Swire, Trieste 1st December, Bombay, Colombo, Penang, and Singapore 21st Jan., General—Melchers & Co.

Dec. 19, JOLOAN, Spanish steamer, 654, Marquez—R. Mourcote.

July 7, LI TAI, Annamite steamer, 1,003, Li Ton Tack—Captain.

Feb. 1, KANG-CHI, Chinese steamer, 688, 688, R. C. Marsden, Haiphong 28th January, and Hoihow 31st, General—C. M. S. N. Co.

Feb. 2, KWANGTUNG, British steamer, 674, Foochow 29th January, Amoy 30th, and Swatow 1st February, General—D. La-praik & Co.

Jan. 12, AMOIA, British steamer, 862, Westoby, D. La-praik & Co.

Jan. 21, OCEANIC, British steamer, 3,703, Metcalfe—O. & O. S. S. Co.

Jan. 21, Peking, British steamer, 954, Drewes—Siemssen & Co.

Jan. 31, PERAMBUCO, British str., 643, Hyde, Saigon 25th January, Rice—Melchers & Co.

Nov. 24, SEA GULL, American steamer, 43, Hayden—China Traders' Insurance Co.

July 7, SHUN TSI, Annamite steamer, 93, Yuen Man Fu—Captain.

Jan. 1, SOUVAI, British steamer, 510, Jarvis—Ogel & Co.

Feb. 1, SUMATRA, British steamer, 1,406, Fairclough, Bombay 11th January, and Singapore 25th, General—P. & O. S. N. Co.

Jan. 30, VORWAERTS, German steamer, 611, Evers, Tournon 26th January, General—Wielor & Co.

Jan. 15, WANDERER, British steam-yacht, 840, Gordon.

Feb. 3, YOUTUNG, British steamer, 286, H. Kenneil, Swatow 2nd February, General—Kwok Acheong & Sons.

SAILING VESSELS.

Feb. 2, ADAM M. SIMPSON, American ship, 1,467, A. College, Yokohama 24th January, Ballast—Master.

Jan. 14, ADONIS, German bark, 868, Mahr—Order.

Jan. 9, ALDEN BESSIE, American bark, 842, Noyes—Rosario & Co.

Jan. 14, ALTAI, Russian ship, 1,024, C. Niska—Order.

Jan. 21, ANDROMEDA, German ship, 1,879, Schapper—Order.

Jan. 21, AUGUSTE, French bark, 869, A. Bernard, Cardiff 8th September, Coal—Order.

Feb. 1, BOHLE, German bark, 564, J. E. Hacke, Hamburg 25th September, General—Siemssen & Co.

Nov. 21, BLUE JACKET, Amer. ship, 1,396, Percival—Russell & Co.

Dec. 27, CARL GERHARD, German bark, 331, P. Sahy—Ed. Schellhaus & Co.

Dec. 27, C. REDMAN, Amer. bark, 593, Elliott—Master.

Jan. 1, COLOMA, Amer. bark, 853, C. M. Noyes—Rosario & Co.

Jan. 12, DELPHIN, German schooner, 288, Lillenthal—Melchers & Co.

Jan. 21, DOROTHEA, German ship, 1,015, Mehl—Siemssen & Co.

Jan. 26, EDWIN REED, American bark, 1,178, J. B. Gilmore, Cardiff 21st August, Coal—Order.

Jan. 31, ELISE, German bark, 513, Bruha, Whampoa 30th January—Order.

Jan. 23, FRIEDRICH, German bark, 595, H. Spiesen, Singapore 14th December, Timber—Siemssen & Co.

Jan. 28, FRITZ, German ship, 1,420, F. F. Lankester, Cardiff 9th August, Coals—Melchers & Co.

Jan. 16, H. W. DUDLEY, American bark, 1,128, W. Dudley—Order.

Jan. 16, HINDOSTAN, British ship, 1,479, J. Bal-yee—Russell & Co.

Jan. 29, IMPORTER, American ship, 1,260, Allyne, Cardiff 2nd October, Coal—Messageries Maritimes.

Jan. 21, JAVA PACKET, British bark, 674, Hansen—Russell & Co.

Jan. 4, LAUREL, British bark, 639, Grassam—Order.

Jan. 9, MARIE, German ship, 1,218, Schildt—D. G. Gault, Newcastle 7th December, Coal—Melchers & Co.

Jan. 26, MARY WHITEHEAD, American ship, 850, Geo. Fremantle, New York 17th August—Fretoluen—Order.

Jan. 27, MINERVA, German bark, 218, P. Duhme, Labuan 1st January, Wood and Rattans—Melchers & Co.

Dec. 27, MORNING STAR, siam. bark, 570, Michaelson—Chinese.

Jan. 11, NESTOR, German ship, 1,337, J. Winsor—Order.

Feb. 2, NELLIE M. SLADE, American barkentine, 561, D. Gault, Newcastle 7th December, Coal—Melchers & Co.

Nov. 25, NICOLAUS THAYER, Amer. bark, 585, Cralay—Russell & Co.

Jan. 14, ONEIDA, American ship, 1,120, Carver—Adamson, Bell & Co.

Dec. 8, PANAY, American ship, 1,190—Adamson, Bell & Co.

Jan. 14, PEARL, American bark, 576, R. Howes—Russell & Co.

Jan. 13, RAJAH, American ship, 1,258, Albrecht—Order.

Jan. 8, RUFEN, German ship, 343, Veal—Ed. Schellhaus & Co.

Dec. 2, RINGLEADER, Amer. ship, 1,183, Bray—Order.

Feb. 2, R. T. CLAYTON, American bark, 240, Thomas Davis, Laguiancoo 23rd Dec., and Santa Cruz 24th January, Lumber—Cosmopolitan Dock Co.

Feb. 2, SCHWAN, German brig, 276, Schroder, Whampoa 1st February, General—Siemssen & Co.

Nov. 14, SPARTAN, American schooner, 81, Vincent—W. H. Ray.

Nov. 17, SPIRIT OF THE AGE, British bark, 347, Williams—Vogel & Co.

Jan. 26, SUMATRA, American ship, 1,072, C. Lock, Port Townsend 1st December, Timber—Hongkong and Whampoa Co.

HONGKONG—SAILING VESSELS.

(Continued.)

Oct. 8, SYREN, American ship, 875, Brown—Russell & Co.

Jan. 25, TEQUILA, American ship, 1,309, E. Lincoln, Cardiff 27th July, Coal—Dornco Co. Limited.

Sept. 27, TWILIGHT, American ship, 1,303, Warland—Russell & Co.

Jan. 31, VALPARAISO, German bark, 436, F. Meyer, Hamburg 17th July, General—Melchers & Co.

Wakefield, American bark, 887, Crowell—Captain.

Jan. 9, W. J. ROTCH, American ship, 1,703, Bray—Russell & Co.

CANTON.

Feb. 2, CHINKING, British steamer, 799, Orr, Shanghai 29th January, and Tungsha 30th, General—Siemssen & Co.

Feb. 2, FOOCHOW, British steamer, 906, Clegg, Chinkiang 29th January, Rice—Butterfield & Swire.

Feb. 3, FUNG-SHUN, Chinese steamer, 867, Andrew, Shanghai 31st January, General—C. M. S. N. Co.

WHAMPOA.

Jan. 25, BENEDICT, German schooner, 247, J. P. Jensen, Swatow 21st January, Ballast—Wielor & Co.

RIVER STEAMERS.

Ichang, British steamer, 700, Ogston—Butterfield & Swire.

Kiu-kiang, British steamer, 617, T. Denning—Hongkong, Canton, and Macao Steamboat Co.

Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.

Kiang-chow, British steamer, 159, Goggins—Kwok Acheong & Sons.

Powan, British steamer, 1,890, A. Denning—Hongkong, Canton, and Macao Steamboat Co.

Spark, British steamer, British, 140, Hoyland—Hongkong, Canton, and Macao Steamboat Co.

White Cloud, British steamer, 280, Cary—Hongkong, Canton, and Macao Steamboat Co.

Yot-sai, British steamer, 180, McDougall—Kwok Acheong & Sons.

AMOV.

In Port on 30th January, 1882.

Anna Dorathia, German bark, 343 (Jessen)—Pasdag & Co.

August Friedrich, German bark, 384, J. Bruhn, Chefoo 18th January, Bean catches—Pasdag & Co.

Emily, British brig, 295 (Crighton)—H. A. Petersen & Co.

Faugh Dalauah, German schooner, 240 (D. Rute)—H. A. Petersen & Co.

Helena, German bark, 263 (Thomson)—H. A. Petersen & Co.

Juno, German bark, 265 (Nielsen)—Pasdag & Co.

Prince Arthur, British bark, 296 (Smith)—Boyd & Co.

Wagrien, German schooner 176 (Deibern)—H. A. Petersen & Co.

FOOCHOW.

In Port on 29th January, 1882.

Hilda, British bark, 350, Kruse, Chefoo 19th January—Chinese.

SHANGHAI.

In Port on 25th January, 1882.

Alexander Newton, British bark, 308 (Newton)—Morris & Co.

Chinghai, British bark, 472 (Schulze)—J. W. Muller & Co.

Chin-se, British bark, 561 (Mahr)—Morris & Co.

C. of Dute, British schooner, 793 (Thompson)—H. A. Petersen & Co.

Empress, British bark, 390 (Lass)—Nils Muller—Ericsson, American ship, 1,646 (Plummer)—Chapman, King, & Co.

J. Nicholson, British ship, 685 (Campbell)—Trading Co.

John Trahey, British brig, 1,147 (Ryan)—C. & J. Woodburn—British brig, 299 (Dasborough)—Captain.

Lee-yih, British bark, 219 (Hankinson)—Morris & Co.

Lucifer, British schooner, 91 (Koch)—John Wilson.

Martha, British bark, 852 (McPherson)—Morris & Co.

Pelham, British brig, 254 (Downie)—Mackenzie & Co.

Perle, German bark, 405 (Klyhn)—Carlowitz & Co.

Solidor, British bark, 241 (Danleison)—Nils Moller.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Macao.

Carysfort, screw corvette, 14 guns, Captain H. F. Stephenson, Hongkong.

Comus, corvette, 14 guns; Captain J. W. East, Singapore.

Curacoa, corvette, 14 guns, Captain S. Long, Shanghai.

Daring, composite sloop, 4 guns, Commander F. J. Elliott, Hongkong.

Encounter, steam corvette, 14 guns, Captain G. Robinson, Yokohama.

Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.

Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Kobe.

Fly, double-screw gun-vessel, 4 guns, Commander A. F. St. Clair, en route Hongkong.

Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhan, en route to Hongkong.

Inconstant, iron screw frigate, 16 guns, Captain Fitzgerald, en route to Hongkong.

Iron Duke, double-screw iron frigate, 14 guns, Captain R. E. Tracey, Hongkong.

Kestrel, double-screw gun-vessel, 4 guns, Commander W. M. Lang, Japan.

Lily, screw gun-vessel, 3 guns, Commander W. M. Carey, Singapore.

Magpie, surveying vessel, 4 guns, In reserve, Hongkong.

Moorehen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Hongkong.

Mosquito, gunboat, 4 guns, Lieutenant-Commander Sandilands, Singapore.

Pegasus, sloop, 6 guns, Commander E. F. Day, Hongkong.

Sheldrake, gunboat, 4 guns, Lieut.-Commander M. Bridger, en route to Shanghai.

Swift, double-screw gun-vessel, 5 guns, Commander Collins, Chefoo.

Tourmaline, composite screw corvette, 12 guns, Captain R. P. Dennistoun, Hongkong.

Twelve, double-screw gunboat, 3 guns, In reserve, Hongkong.

Victor Emanuel, receiving ship, 20 guns, Commander Canning, Hongkong.

Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Hongkong.

Wivern, turret-ship, 4 guns, In reserve, on a cruise.

Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollock, Kobe.

Markets.

30 yards, per piece	13.00	per piece	13.00	per piece	13.00
15 lbs., per piece	13.00	per piece	13.00	per piece	13.00
40 to 50, per 400 lbs.	888.50	per 400 lbs.	888.50	per 400 lbs.	888.50
40 to 50, per 400 lbs.	888.00	per 400 lbs.	888.00	per 400 lbs.	888.00
30 to 40, per 400 lbs.	818.00	per 400 lbs.	818.00	per 400 lbs.	818.00
20 to 30, per 400 lbs.	779.00	per 400 lbs.	779.00	per 400 lbs.	779.00
Shirtings, per piece	8.10	per piece	8.10	per piece	8.10
Shirtings, per piece	8.30	per piece	8.30	per piece	8.30
Shirtings, per piece	8.35	per piece	8.35	per piece	8.35
Shirtings, per piece	8.50	per piece	8.50	per piece	8.50
Shirtings, per piece	8.25	per piece	8.25	per piece	8.25
Shirtings, per piece	8.25	per piece	8.25	per piece	8.25
Shirtings, per piece	8.15	per piece	8.15	per piece	8.15
Shirtings, per piece	8.10	per piece	8.10	per piece	8.10
Shirtings, per piece	8.05	per piece	8.05	per piece	8.05
Shirtings, per piece	8.00	per piece	8.00	per piece	8.00
Shirtings, per piece	7.95	per piece	7.95	per piece	7.95
Shirtings, per piece	7.90	per piece	7.90	per piece	7.90
Shirtings, per piece	7.85	per piece	7.85	per piece	7.85
Shirtings, per piece	7.80	per piece	7.80	per piece	7.80
Shirtings, per piece	7.75	per piece	7.75	per piece	7.75
Shirtings, per piece	7.70	per piece	7.70	per piece	7.70
Shirtings, per piece	7.65	per piece	7.65	per piece	7.65
Shirtings, per piece	7.60	per piece	7.60	per piece	7.60
Shirtings, per piece	7.55	per piece	7.55	per piece	7.55
Shirtings, per piece	7.50	per piece	7.50	per piece	7.50
Shirtings, per piece	7.45	per piece	7.45	per piece	7.45
Shirtings, per piece	7.40	per piece	7.40	per piece	7.40
Shirtings, per piece	7.35	per piece	7.35	per piece	7.35
Shirtings, per piece	7.30	per piece	7.30	per piece	7.30
Shirtings, per piece	7.25	per piece	7.25	per piece	7.25
Shirtings, per piece	7.20	per piece	7.20	per piece	7.20
Shirtings, per piece	7.15	per piece	7.15	per piece	7.15
Shirtings, per piece	7.10	per piece	7.10	per piece	7.10
Shirtings, per piece	7.05	per piece	7.05	per piece	7.05
Shirtings, per piece	7.00	per piece	7.00	per piece	7.00
Shirtings, per piece	6.95	per piece	6.95	per piece	6.95
Shirtings, per piece	6.90	per piece	6.90	per piece	6.90
Shirtings, per piece	6.85	per piece	6.85	per piece	6.85
Shirtings, per piece	6.80	per piece	6.80	per piece	6.80
Shirtings, per piece	6.75	per piece	6.75	per piece	6.75
Shirtings, per piece	6.70	per piece	6.70	per piece	6.70
Shirtings, per piece	6.65	per piece	6.65	per piece	6.65
Shirtings, per piece	6.60	per piece	6.60	per piece	6.60
Shirtings, per piece	6.55	per piece	6.55	per piece	6.55
Shirtings, per piece	6.50	per piece	6.50	per piece	6.50
Shirtings, per piece	6.45	per piece	6.45	per piece	6.45
Shirtings, per piece	6.40	per piece	6.40	per piece	6.40
Shirtings, per piece	6.35	per piece	6.35	per piece	6.35
Shirtings, per piece	6.30	per piece	6.30	per piece	6.30
Shirtings, per piece	6.25	per piece	6.25	per piece	6.25
Shirtings, per piece	6.20	per piece	6.20	per piece	6.20
Shirtings, per piece	6.15	per piece	6.15	per piece	6.15
Shirtings, per piece	6.10	per piece	6.10	per piece	6.10
Shirtings, per piece	6.05	per piece	6.05	per piece	6.05
Shirtings, per piece	6.00	per piece	6.00	per piece	6.00
Shirtings, per piece	5.95	per piece	5.95	per piece	5.95
Shirtings, per piece	5.90	per piece	5.90	per piece	5.90
Shirtings, per piece	5.85	per piece	5.85	per piece	5.85
Shirtings, per piece	5.80	per piece	5.80	per piece	5.80
Shirtings, per piece	5.75	per piece	5.75	per piece	5.75
Shirtings, per piece	5.70	per piece	5.70	per piece	5.70
Shirtings, per piece	5.65	per piece	5.65	per piece	5.65
Shirtings, per piece	5.60	per piece	5.60	per piece	5.60
Shirtings, per piece	5.55	per piece	5.55	per piece	5.55
Shirtings, per piece	5.50	per piece	5.50	per piece	5.50
Shirtings, per piece	5.45	per piece	5.45	per piece	5.45
Shirtings, per piece	5.40	per piece	5.40	per piece	5.40
Shirtings, per piece	5.35	per piece	5.35	per piece	5.35
Shirtings, per piece	5.30	per piece	5.30	per piece	5.30
Shirtings, per piece	5.25	per piece	5.25	per piece	5.25
Shirtings, per piece	5.20	per piece	5.20	per piece	5.20
Shirtings, per piece	5.15	per piece	5.15	per piece	5.15
Shirtings, per piece	5.10	per piece	5.10	per piece	5.10
Shirtings, per piece	5.05	per piece	5.05	per piece	5.05
Shirtings, per piece	5.00	per piece	5.00	per piece	5.00
Shirtings, per piece	4.95	per piece	4.95	per piece	4.95
Shirtings, per piece	4.90	per piece	4.90	per piece	4.90
Shirtings, per piece	4.85	per piece	4.85	per piece	4.85
Shirtings, per piece	4.80	per piece	4.80	per piece	4.80
Shirtings, per piece	4.75	per piece	4.75	per piece	4.75
Shirtings, per piece	4.70	per piece	4.70	per piece	4.70
Shirtings, per piece	4.65	per piece	4.65	per piece	4.65
Shirtings, per piece	4.60	per piece	4.60	per piece	4.60
Shirtings, per piece	4.55	per piece	4.55	per piece	4.55
Shirtings, per piece	4.50	per piece	4.50	per piece	4.50
Shirtings, per piece	4.45	per piece	4.45	per piece	4.45
Shirtings, per piece	4.40	per piece	4.40	per piece	4.40
Shirtings, per piece	4.35	per piece	4.35	per piece	4.35
Shirtings, per piece	4.30	per piece	4.30	per piece	4.30
Shirtings, per piece	4.25	per piece	4.25	per piece	4.25
Shirtings, per piece	4.20	per piece	4.20	per piece	4.20
Shirtings, per piece	4.15	per piece	4.15	per piece	4.15
Shirtings, per piece	4.10	per piece	4.10	per piece	4.10
Shirtings, per piece	4.05	per piece	4.05	per piece	4.05
Shirtings, per piece	4.00	per piece	4.00	per piece	4.00
Shirtings, per piece	3.95	per piece	3.95	per piece	3.95
Shirtings, per piece	3.90	per piece	3.90	per piece	3.90
Shirtings, per piece	3.85	per piece	3.85	per piece	3.85
Shirtings, per piece	3.80	per piece	3.80	per piece	3.80
Shirtings, per piece	3.75	per piece	3.75	per piece	3.75
Shirtings, per piece	3.70	per piece	3.70	per piece	3.70
Shirtings, per piece	3.65	per piece	3.65	per piece	3.65
Shirtings, per piece	3.60	per piece	3.60	per piece	3.60
Shirtings, per piece	3.55	per piece	3.55	per piece	3.55
Shirtings, per piece	3.50	per piece	3.50	per piece	3.50
Shirtings, per piece	3.45	per piece	3.45	per piece	3.45
Shirtings, per piece	3.40	per piece	3.40	per piece	3.40
Shirtings, per piece	3.35	per piece	3.35	per piece	3.35
Shirtings, per piece	3.30	per piece	3.30	per piece	3.30
Shirtings, per piece	3.25	per piece	3.25	per piece	3.25
Shirtings, per piece	3.20	per piece	3.20	per piece	3.20
Shirtings, per piece	3.15	per piece	3.15	per piece	3.15
Shirtings, per piece	3.10	per piece	3.10	per piece	3.10
Shirtings, per piece	3.05	per piece	3.05	per piece	3.05
Shirtings, per piece	3.00	per piece	3.00	per piece	3.00
Shirtings, per piece	2.95	per piece	2.95	per piece	2.95
Shirtings, per piece	2.90	per piece	2.90	per piece	2.90
Shirtings, per piece	2.85	per piece	2.85	per piece	2.85
Shirtings, per piece	2.80	per piece	2.80	per piece	2.80
Shirtings, per piece	2.75	per piece	2.75	per piece	2.75
Shirtings, per piece	2.70	per piece	2.70	per piece	2.70
Shirtings, per piece	2.65	per piece	2.65	per piece	2.65
Shirtings, per piece	2.60	per piece	2.60	per piece	2.60
Shirtings, per piece	2.55	per piece	2.55	per piece	2.55
Shirtings, per piece	2.50	per piece	2.50	per piece	2.50
Shirtings, per piece	2.45	per piece	2.45	per piece	2.45
Shirtings, per piece	2.40	per piece	2.40	per piece	2.40
Shirtings, per piece	2.35	per piece	2.35	per piece	2.35
Shirtings, per piece	2.30	per piece	2.30	per piece	2.30
Shirtings, per piece	2.25	per piece	2.25	per piece	2.25
Shirtings, per piece	2.20	per piece	2.20	per piece	2.20
Shirtings, per piece	2.15	per piece	2.15	per piece	2.15
Shirtings, per piece	2.10	per piece	2.10	per piece	2.10
Shirtings, per piece	2.05	per piece	2.05	per piece	2.05
Shirtings, per piece	2.00	per piece	2.00	per piece	2.00
Shirtings, per piece	1.95	per piece	1.95	per piece	1.95
Shirtings, per piece	1.90	per piece	1.90	per piece	1.90
Shirtings, per piece	1.85	per piece	1.85	per piece	1.85
Shirtings, per piece	1.80	per piece	1.80	per piece	1.80
Shirtings, per piece	1.75	per piece	1.75	per piece	1.75
Shirtings, per piece	1.70	per piece	1.70	per piece	1.70
Shirtings, per piece	1.65	per piece	1.65	per piece	1.65
Shirtings, per piece	1.60	per piece	1.60	per piece	1.60
Shirtings, per piece	1.55	per piece	1.55	per piece	1.55
Shirtings, per piece	1.50	per piece	1.50	per piece	1.50
Shirtings, per piece	1.45	per piece	1.45	per piece	1.45
Shirtings, per piece	1.40	per piece	1.40	per piece	1.40
Shirtings, per piece	1.35	per piece	1.35	per piece	1.35
Shirtings, per piece	1.30	per piece	1.30	per piece	1.30
Shirtings, per piece	1.25	per piece	1.25	per piece	1.25
Shirtings, per piece	1.20	per piece	1.20	per piece	1.20
Shirtings, per piece	1.15	per piece	1.15	per piece	1.15
Shirtings, per piece	1.10	per piece	1.10	per piece	1.10
Shirtings, per piece	1.05	per piece	1.05	per piece	1.05
Shirtings, per piece	1.00	per piece	1.00	per piece	1.00
Shirtings, per piece	0.95	per piece	0.95	per piece	0.95
Shirtings, per piece	0.90	per piece	0.90	per piece	0.90
Shirtings, per piece	0.85	per piece	0.85	per piece	0.85
Shirtings, per piece	0.80	per piece	0.80	per piece	0.80
Shirtings, per piece	0.75	per piece	0.75	per piece	0.75
Shirtings, per piece	0.70	per piece	0.70	per piece	0.70
Shirtings, per piece	0.65	per piece	0.65	per piece	0.65
Shirtings, per piece	0.60	per piece	0.60	per piece	0.60
Shirtings, per piece	0.55	per piece	0.55	per piece	0.55
Shirtings, per piece	0.50	per piece	0.50	per piece	0.50
Shirtings, per piece	0.45	per piece	0.45	per piece	0.45
Shirtings, per piece	0.40	per piece	0.40	per piece	0.40
Shirtings, per piece	0.35	per piece	0.35	per piece	0.35
Shirtings, per piece	0.30	per piece	0.30	per piece	0.30
Shirtings, per piece	0.25	per piece	0.25	per piece	0.25
Shirtings, per piece	0.20	per piece	0.20	per piece	0.20
Shirtings, per piece	0.15	per piece	0.15	per piece	0.15
Shirtings, per piece	0.10	per piece	0.10	per piece	0.10
Shirtings, per piece	0.05	per piece	0.05	per piece	0.05
Shirtings, per piece	0.00	per piece	0.00	per piece	0.00